Chapter IV
Transportation

The Transportation System for Lincoln and Lancaster County involves the different modes of transportation used for the achievement of safe, efficient and convenient movement of persons and goods. The transportation system includes streets and highways, public transportation, railroads, trails, sidewalks and airport facilities. The transportation system is primarily influenced by land use, facility cost, operating cost, the environment and the socio-economic factors of the community.

The transportation chapter of the Comprehensive Plan guides decisions that will support the plan's overall objectives by allowing Lincoln and Lancaster County's transportation system to move people and goods around the community in a safe, efficient, and convenient way. However, the roles and effects of the transportation system are far more complex than the simply moving people and vehicles. The characteristics which contribute to this complexity include:

- *The size of capital investment in the transportation system.* This system represents the community's largest single public works investment. Transportation projects are typically expensive, requiring that every dollar be spent to maximum advantage.

- *The level of public interest in transportation issues.* People in American communities value their ability to move freely about their cities. We expect our transportation systems to respond to our needs with a minimum of inconvenience and congestion. We also interact with the transportation system every day during work, shopping, recreation, and social trips. Because of this, the transportation system attracts a high level of public interest and debate.

- *The relationship between land use and urban development patterns.* The transportation system both serves and shapes development. When most trips were made by walking and public transportation, cities exhibited relatively dense development patterns. The convenient access provided by the automobile to all parts of the City allowed people to live, work, and shop in more dispersed locations, creating lower density cities. This pattern of lower density was reinforced by the space required for streets and highways, parking lots, and other facilities. Finally, the construction of roads opens areas to development, helping to mold the City's future growth directions. So, just as the transportation system is primarily influenced by land use, land use can also be influenced by transportation.

- *The environmental impact of transportation facilities.* Of all public infrastructure investments, transportation facilities probably have the greatest visible effects on the most people. Street widening projects affect the quality of neighborhood environments, making residents extremely sensitive to them. Transportation is also a major energy user and producer of waste products in American cities. The character of the transportation system can help to determine the long-term sustainability of a community.

- *Conflicts between transportation constituencies.* Different people have different expectations of the transportation system, frequently creating conflicts. A resident of a newly developing area expects the system to provide a quick, convenient way to work. However, the expectations of this commuter can conflict with the concerns of a neighborhood along the commuting route.

Because of these and other issues, transportation planning must balance a variety of needs and priorities. The transportation system provides the links and tendrils that knit Lincoln and Lancaster County together as one community. Yet, the impact of that same transportation system can create physical barriers and conflicting interests that can also erode this sense of community. Four principles identified in the Community Vision will guide Lincoln and Lancaster County's transportation planning process:

! *A Connected City*. In Lincoln and Lancaster County, the unifying qualities of transportation will be emphasized. The transportation network will sustain the One Community concept by linking neighborhoods together. Neighborhoods, activity and employment centers, rural communities, and open lands will be connected by a continuous network of public ways.

! *A Balanced Transportation System.* Transportation planning in Lincoln will be guided by the principle of balancing needs and expectations. It will recognize that transportation is a means to the goal of a unified, liveable, and economically strong community, and not an end in itself. Thus, the system will effectively move people and goods around the community, while minimizing impacts on established neighborhoods and investments. The concept of balance also applies to methods of transportation. While the system must function well for motor vehicles, it should also establish public transportation, bicycling, and walking as realistic alternatives now and into the future.

! *Transportation as a Formative System.* Transportation and land use are linked systems. The land use plan, which includes projections of future development, determines the character of the transportation plan. On the other hand, transportation has a major impact on the form of the City. Lincoln and Lancaster County will use major road projects to reinforce desirable development patterns.

! *Planning as a Process.* Transportation planning is a dynamic process, responding to such factors as community growth, development directions, and social and lifestyle changes. Therefore, the comprehensive plan also should establish an ongoing process that responds to these changes.

The overall objectives of the transportation plan include:

! *Developing a balanced transportation system that meets the mobility needs of the community and supports Lincoln and Lancaster County's land use projections and plan.*

• *Using the existing transportation system to its best advantage.*

• *Creating a sustainable transportation network that minimizes energy consumption and environmental pollution.*

• *Increasing the use of alternate means of transportation, including public transportation, bicycle transit, and pedestrian movement, by improving and expanding facilities and services and encouraging compact, ?walkable" land use patterns and project designs.*

• *Continuing Lincoln's street and trails network into newly developing areas.*

• *Designing a street and road improvement program that is both physically attractive and sensitive to the environments of urban neighborhoods.*

• *Maximizing the safe and efficient movement of railroad traffic, while minimizing street conflicts and reducing the creation of barriers created by rail corridors.*

• *Enhancing aviation facilities, while minimizing their effect on surrounding land uses.*

The maintenance, improvement and expansion of the transportation system is fiscally constrained. The benefits and costs of alternative transportation improvements must be evaluated on an ongoing basis to assure that the public interest is best served.

This plan acknowledges that the transportation planning process is both dynamic and ongoing. The planning process establishes a framework within which all possible transportation improvements are evaluated and prioritized for implementation. This process establishes a series of refinements that move projects from the general to the specific and from concept to construction.

A. Transportation Planning Process

Goals

- *Reduce dependency on fossil fuels for energy.*
- *Maintain zoning and traffic patterns that are compatible with existing land uses and retain the character of the rural and urban neighborhood.*
- *Maintain and better utilize the capacity of the existing transportation system through prudent transportation management techniques that reduce present volume and/or slow growth rate of automobile traffic. Make alternative transportation a priority in order to reduce the need to expand existing roadways and parking lots.*
- *Provide for the mobility needs of the community through a balanced and efficient system of roads, trails and public transportation alternatives.*
- *Maintain and enhance an efficient network of roads and public ways that allows the movement of people and freight to all areas of the community, prioritized to meet the current and future needs, balancing environmental effects, safety concerns, cost effectiveness, urban design and relationships to other community goals.*
- *Balance benefits against long-term impacts of street widenings in established areas, publicly examining all alternatives, including "no build".*
- *Encourage land use relationships that promote expanded non-auto travel, that increase auto occupancy, that increase energy efficient forms of transport and which maintain the quality of the living and working environment.*
- *Encourage and promote extensive use of non-motorized means of transportation by providing sidewalks, streets and a multi-use trail system within the community for commuting, recreation and other traveling.*
- *Establish safe and adequate vehicle, transit, pedestrian and bike access both to and within Regional and Community Retail Centers.*
- *Develop a unified land use and transportation system that balances the broad range of community goals and needs.*
- *Maximize the safe and efficient movement of rail passengers and freight, while minimizing conflicts with street, highway, non-motorized traffic, and adjacent land uses, while reducing adverse effects of rail caused community isolation.*

The transportation planning process includes the goals, objectives and strategies in this plan. For street and road improvements, the process involves four separate yet dependent steps or phases. Two of those steps involve the Comprehensive Plan and two the Capital Improvement Program. The process provides a clear method for project selection and implementation. Following are the details of this process.

Step 1: Year 2025 Street and Road Network

The year 2025 Road Network identifies the roadway improvement projects which will likely be constructed during the 25-year planning period to accommodate the proposed future land use. These projects have generally been evaluated for the social, economic, energy and environmental impacts. Details of the plan are shown in Figure 31. This set of projects provides the candidates for inclusion in the Street Improvement Program.

Projects included in the Comprehensive Plan may range from studies (such as those relating to "Corridor Improvement Studies" for "High Impact Corridors" or "Project Development Areas") to actual "construction projects." (Amendment 9416)

High impact corridors which fall to an average speed of 18 mph should be proposed, at a minimum, for inclusion in Step 1 as a Corridor Improvement Study or Project Development Area. Corridor Improvement Studies and Project Development Areas must, however, consider all improvements which do not require the acquisition of additional right-of-way (ROW) before a construction project can be included in the 25-year road program or capital improvement program. Should a High Impact Corridor fall below an average speed of 16 mph and for which right-of-way acquisition has been recommended

by the relevant "Corridor Improvement Study, the Corridor should be proposed, as a minimum, for inclusion as a construction project. (Amendment 9416)

Within the ROW acquisition standards specified below in Step 4, right-of-way acquisition is precluded in a Corridor Improvement Study or a Project Development Area but is authorized in a construction project. (Amendment 9416)

Step 2: Street Improvement Program

Projects identified in Step 1 are all considered part of the 25-year Planning period, shown on Table 10. Priorities are to be established by comparing the various street segments relative to volume/capacity ratios, accident rates, pavement condition, bridge condition, socio-economic and environmental factors and projected costs.

Step 3: Capital Improvements Programs

There are a number of Capital Improvement Plans concerning improvements to streets and highways, including the Capital Improvement Program (CIP) of the City, the One and Six Year Road Improvement Program (One and Six) and the Transportation Improvement Program (TIP) of the Lincoln City-Lancaster County Metropolitan Planning Organization (MPO). Many of these programs require a finding that the projects either are or are not in compliance with the Comprehensive Plan. If the projects in a capital facility plan are listed on Phase 1 of the Street Improvement Program, they will be found to be in compliance with this plan. If the project is not listed on the Street Improvement Program, it will be found to be not in compliance with the plan and will not be recommended for funding. Inclusion in a Capital Improvement Program presumes that detailed project development and design will begin. It is during this phase that a specific and detailed evaluation of the overall social, economic, energy, and environmental effects of the project, including consideration of the effects and impacts of the project on the human, natural and man made environment such as housing, employment and community development will be undertaken. Detailed study and analysis of individual projects may occur during this step.

Step 4: Project Design and Construction

The final step in transportation planning process is the development of the detailed construction plans and specifications for a specific project. This step is the result of funding provided in a budget of the City, County, state or federal government and usually occurs after a project has moved through the capital improvement planning process. It is at this state, that, prior to preparing construction plans, the project is reviewed in detail.

In the City of Lincoln, public information meetings are held for neighborhoods and businesses to gather input. The City Council holds formal public hearings, after which the City Council may direct staff to implement the project within specific parameters. It is at this stage that project funding is generally committed in a 1 year budget of the City, County, State, or Federal government. After this stage, detailed final plans and specifications for construction can be prepared. The project is then scheduled for bid letting and awarded for construction.

This specific four-step transportation planning process does not apply to parking removals, special assessment districts not involving widening of the right-of-way or the addition of through lanes, resurfacing, changes in lane markings, placement of signage, and the addition of turn lanes if no additional right-of-way is required. Any widening of the street right-of-way, whether it be for the addition of a through lane, for necessary additional space for utilities and appurtenances, etc., or to accommodate turn lanes, must be included in the Comprehensive Plan. The only exceptions would be those instances in which minor acquisitions are necessary in order to bring the right-of-way to a uniform width, that is, smoothing out small jogs in the right-of-way or minor acquisitions in conjunction with a paving district or where a small amount of right-of-way is required to provide turning radii. However, advance notices are given to adjacent residents and abutting property owners for those projects where

traffic capacity is increased by minor widening, lane striping or parking removal. The notice includes the approximate construction period, any increase in roadway widths and scheduled information meetings.

Strategies:

- Ë Develop a transportation system that successfully supports growth in planned development areas.
- Ë Accommodate increased traffic pressure on arterial streets through established residential areas while minimizing adverse effects on these important areas.
- Ë Maintaining Downtown as the community's pre-eminent employment center by providing convenient, multi-modal connections between residential areas and the City center.
- Ë Establish street design standards that reflect the different needs of developed, developing fringe, and rural areas.
- Ë Develop a system of arterials in developing areas to support projected new growth.
- Ë Merge the CIP, the One and Six Year Programs and the TIP into a unified transportation planning process.

B. Existing Streets and Highways

Goals

- ! *Maintain and better utilize the capacity of the existing transportation system through prudent transportation management techniques that reduce present volume and/or slow growth rate of automobile traffic. Make alternative transportation a priority in order to reduce the need to expand existing roadways and parking lots.*
- ! *Balance benefits against long-term impacts of street widenings in established areas, publicly examining all alternatives, including "no build".*
- ! *Maximize orientation by continuation of existing streets and trails into new developments.*

The dominant form of transportation for the people of Lancaster County, as for most of the United States, is the automobile. Figure 21 is a graph which depicts the trend of Licensed Drivers and Registered Vehicles in the County. During 1980 there were 120,706 registered vehicles and 134,108 licensed drivers, while in 1999 there were 182,238 registered vehicles and 172,372 licensed drivers.

At the same time, Lincoln's transit system ridership has steadily declined (see Figure 22). Auto occupancy has also continued to decline. Figure 23 shows that since 1980, there has been a steady decline in auto occupancy. Previous programs initiated during the 1970's to reduce peak hour congestion by encouraging carpooling and employee staggered work hours were not successful.

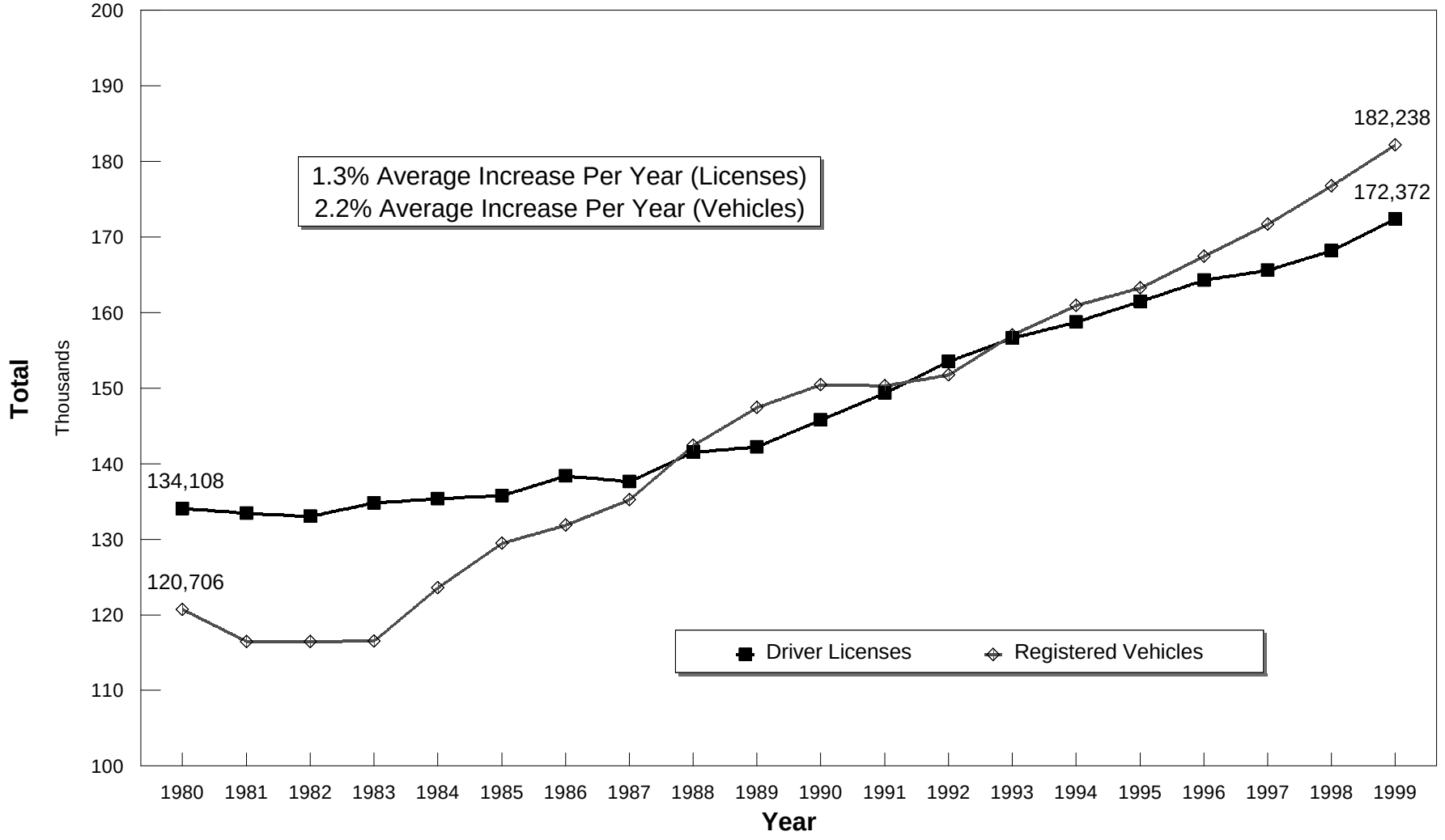
Today an abundance of inexpensive gasoline combined with changing lifestyles has contributed to the dramatic decline in use of public transportation. This is also indicative of more diversified trip types, for example, two parents working, with needs to get children from school to childcare. This trend depicted in Figure 24 adds to the community's daily vehicle miles of travel. It is clear that, barring some unforeseen national disaster or calamity affecting fuel prices or availability, the community will continue to rely on personal vehicles as their primary means of transportation.

Many of the Transportation Goals focus on the need to reverse these national trends. To reconcile the conflict in trends and goals, the future transportation system assumed that transit modal splits and auto occupancy rates leveled off at current rates. It appears from the recent trends that even achieving this goal on a local level will be an ambitious undertaking.

Figure 25 shows the existing plus committed street and highway system. This assumes completion of street improvement projects for which there are firm financial commitments.

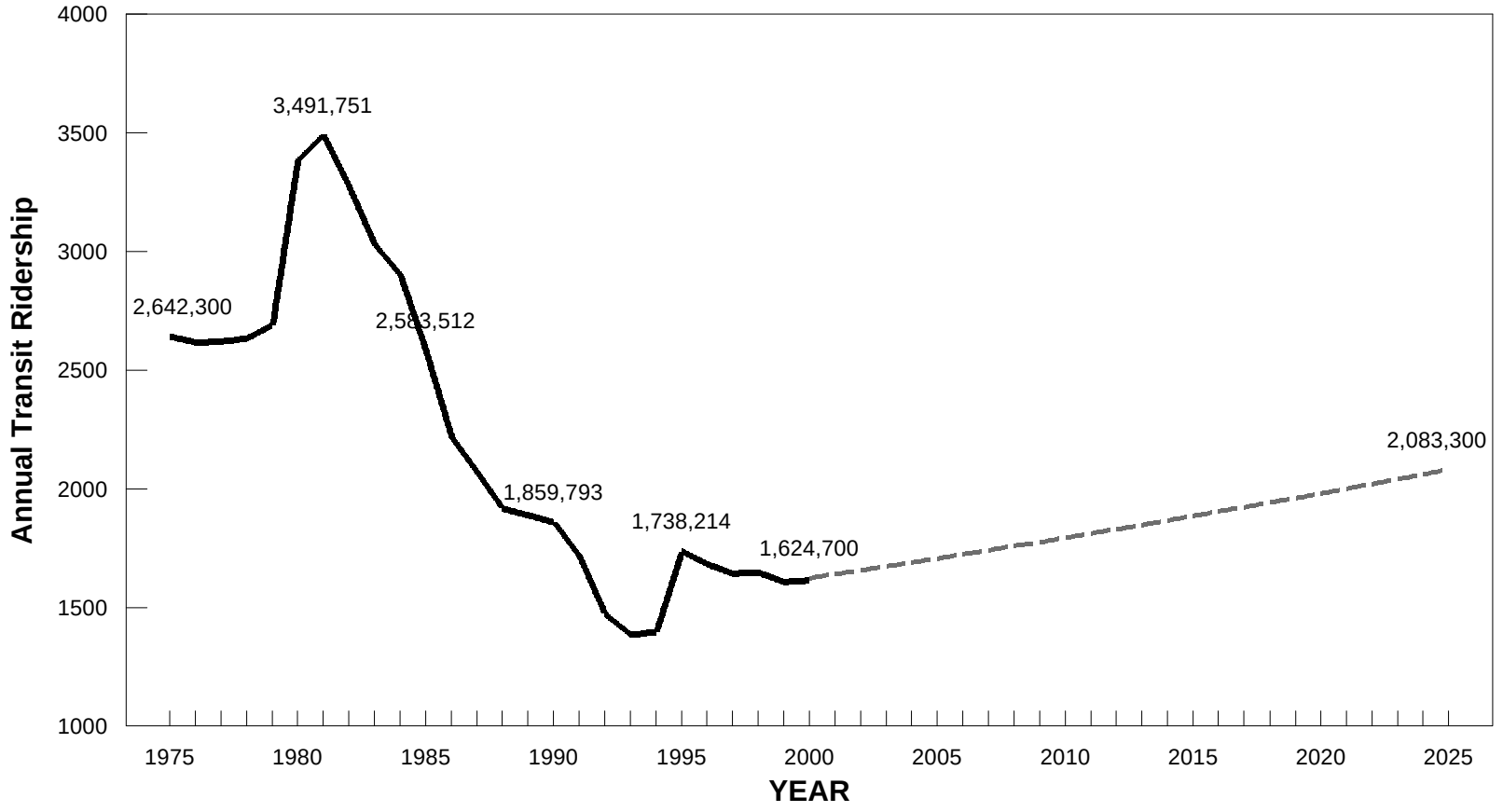
Driver Licenses vs. Registered Vehicles, 1980 to 1999

Lancaster County, Nebraska



StarTran Transit Ridership

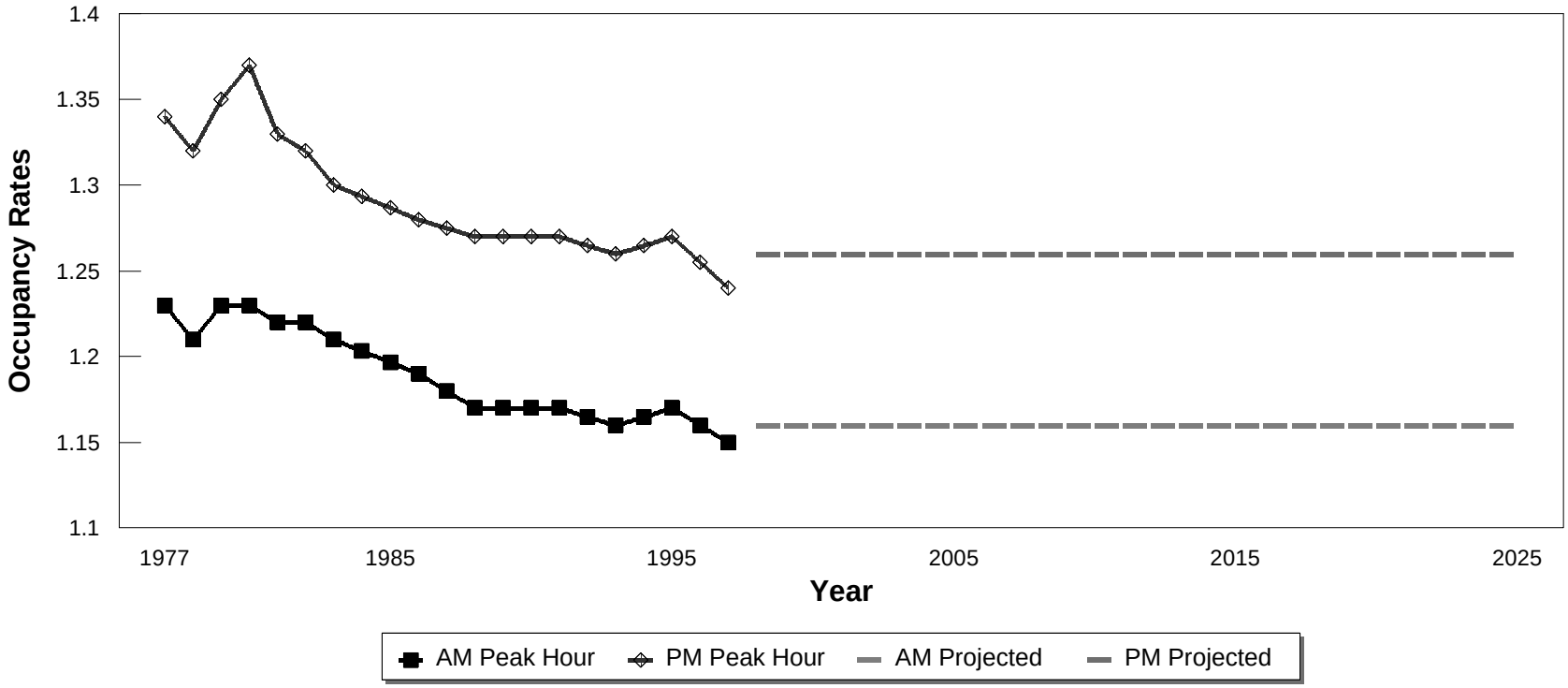
Years 1975-1999 & Projected to 2025



1989-1999: 10 Year Average Ridership Growth Rate = -1.60% per year
1994-1999: 5 Year Average Ridership Growth Rate = +2.83% per year

AVERAGE AUTO OCCUPANCY RATES

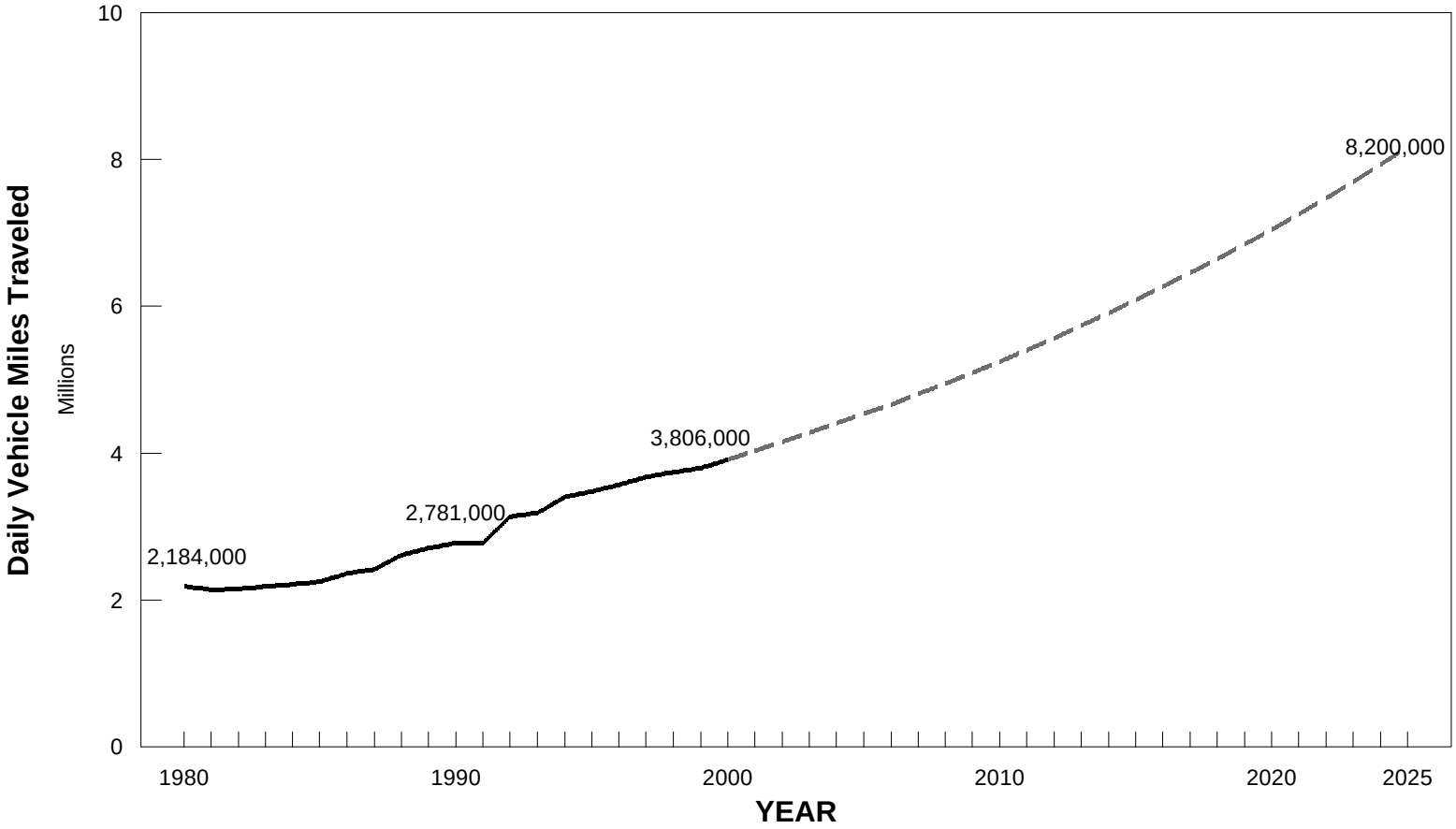
SCREENLINE SURVEY FOR THE CITY OF LINCOLN



Public Works Department
revised 07/20/00

Estimated Daily Vehicle Miles Traveled (VMT) in Lincoln

HPMS Estimates Based upon the Urban Area Boundries



Traffic Projections Based upon BOS2 Land Uses

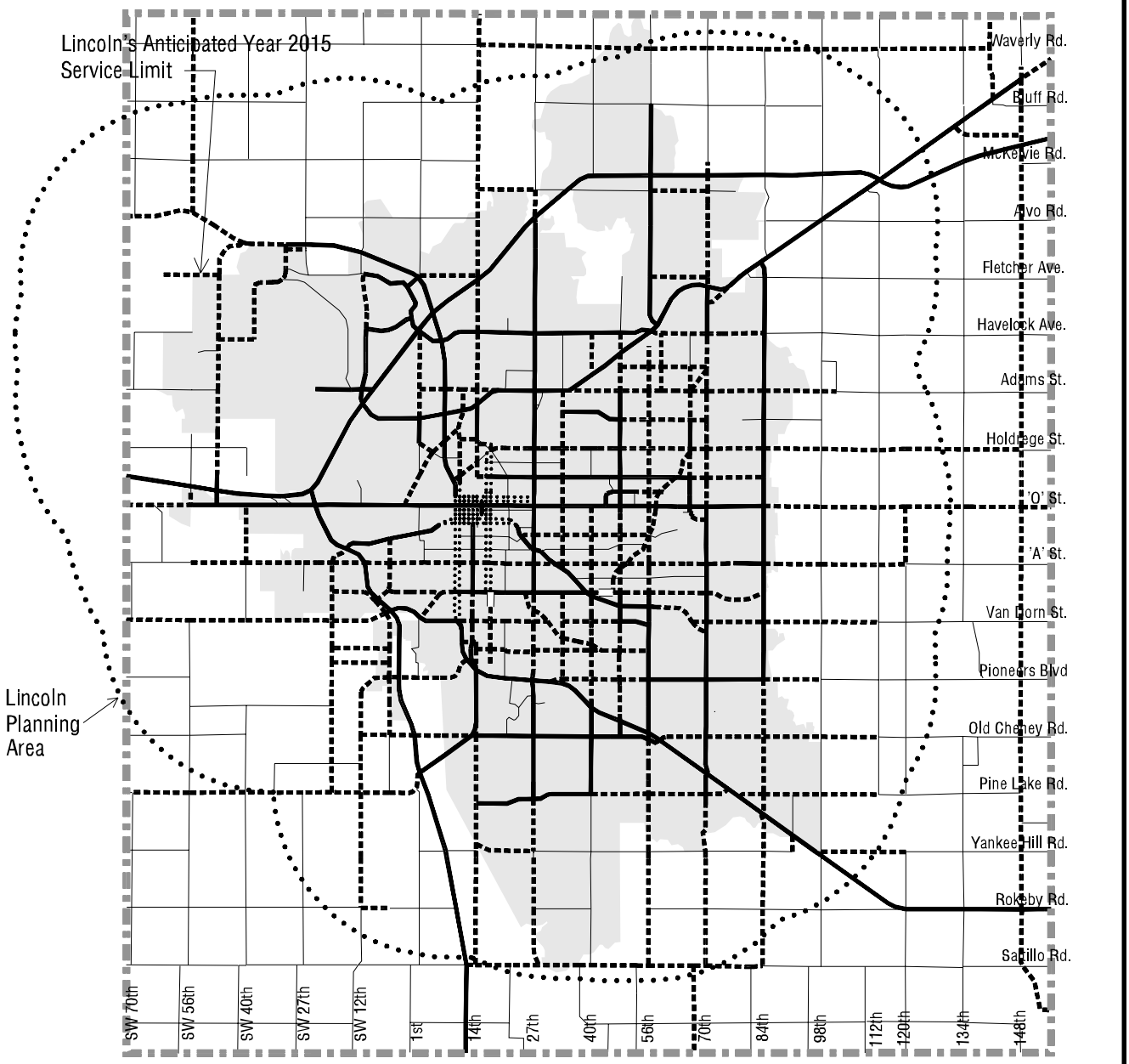


Figure 25

Base Transportation Network For 2000: Number of Lanes (includes committed projects)

MILES
0 1 2 3

Lincoln City/Lancaster County
Comprehensive Plan

- *One-Way Pair*
- *2 Through Lanes*
- *3 Through Lanes*
- *4 Through Lanes*
- *Unpaved*
- *Cordon Area Boundary*

(/plan/gis/covers/lrtp/lanes00a.aml../plan/gis/covers/lrtp/lanes00a.ras) plt- 10/02/00 October 2, 2000

Figure 26 shows the existing "Functional Classification" of Lincoln and Lancaster County. Figure 27 shows the proposed "Functional Classification" of the system and Figure 28 shows the proposed change. The classification system is used to indicate the relative importance of a street to the neighborhood, community or region in which it is located. A summary of the differences in classifications is found in the Long Range Transportation Plan (LRTP) Technical Documentation Report.

From an engineering perspective, the functional role of each street should be matched to a specific functional design, based on traffic flow and geometric requirements. However, transportation planning occurs in the context of a City, with living neighborhoods, commercial areas, and design and environmental features. Street design in the City must reflect this context in order to contribute to the health of the community. Therefore, the function of a street may be different than the size or design of that facility.

Several groups, including the Lincoln City Council, have expressed a desire to see a set of Street Design Standards which differentiate between the developed and fringe parts of the community. The "Street Design Standards" shown in Figures 29 and 30 reflect street and right-of-way widths, left turn treatments and median provisions for specific traffic volume levels. These standards reflect three different contexts--developed areas, the developing fringe, and rural settings. The standards propose street and right-of-way widths, median provisions, and left-turn accommodations based on traffic volumes for streets in these three contexts.

Yet even these standards must be applied sensitively within different settings. For example, most of Lincoln's functional arterial streets pass through established residential neighborhoods. Houses in these neighborhoods are oriented to these streets, which once carried much lighter traffic loads. Traffic volumes may suggest a need for a major widening to four through lanes. However, such a widening would remove tree cover, reduce front yards, and have a negative effect on the residential environment. In these situations, the City will attempt to achieve minimum impact--that is, solutions that address traffic capacity issues while minimizing neighborhood impact will be used. When widenings or other significant changes are necessary, the design of the facility should include amenities that compensate neighborhoods for the impact. These design features may include landscaping, attractive street lighting, and improved pedestrian facilities.

Finally, streets in general should be seen as part of the environmental design fabric of the community, rather than simply as conduits for motor vehicles. Thus, project design should address such issues as aesthetics, incorporation of major environmental features, and accommodation of pedestrian and bicycle transportation. Lincoln and Lancaster County's streets should present environments which can be enjoyed rather than endured.

This needed sensitivity has grown in importance with the trend toward increased roadway widths resulting from the use of dual left turn lanes and dedicated right turn lanes. As such, the Plan prescribes the integration of the following activities into the street planning and design process:

- Trail Grade Separations -- It is the policy of this Plan to promote the separation of vehicular traffic from pedestrians and bicycles. All future roadway design efforts shall give meaningful consideration to the technical and economic feasibility of providing trail grade separations where reasonable accommodation can be made in accordance with the adopted trails plan displayed in Figure 38.

- Urban Design/Landscaping -- Landscaping and other urban design features are an important component for successfully integrating and softening the impact of roadway improvements within the community. Landscape architecture and design features that complement the aesthetic character of the surrounding neighborhood are to be developed and incorporated into the overall roadway design. A landscaping and urban design plan, coordinated with landscape architects/urban design professionals, will be undertaken throughout the roadway design process.

Strategies:

- Adopt street design standards that recognize differences between developed urban, developing fringe, and rural contexts.
- Within established areas, investigate solutions which temper optimal engineering solutions to traffic capacity and flow problems with a fundamental concern for preserving the value of neighborhoods.
- When improvements are required in sensitive urban areas, include amenities within the project design which compensate neighborhoods for potentially adverse impacts and preserve quality urban environments.
- View all street projects as elements of community design and the public environment, and incorporate this perspective into project design.
- Review and strengthen existing ranking criteria for determining street widening priorities in order to reflect the environmental impact of street widenings on high impact streets.
- Prior to any major road widening that would adversely impact an established neighborhood, other less damaging methods that would reduce traffic congestion and improve roadway efficiency should be thoroughly investigated.

C. Future Traffic Volumes and Future Urban Street and Road Network

Goals

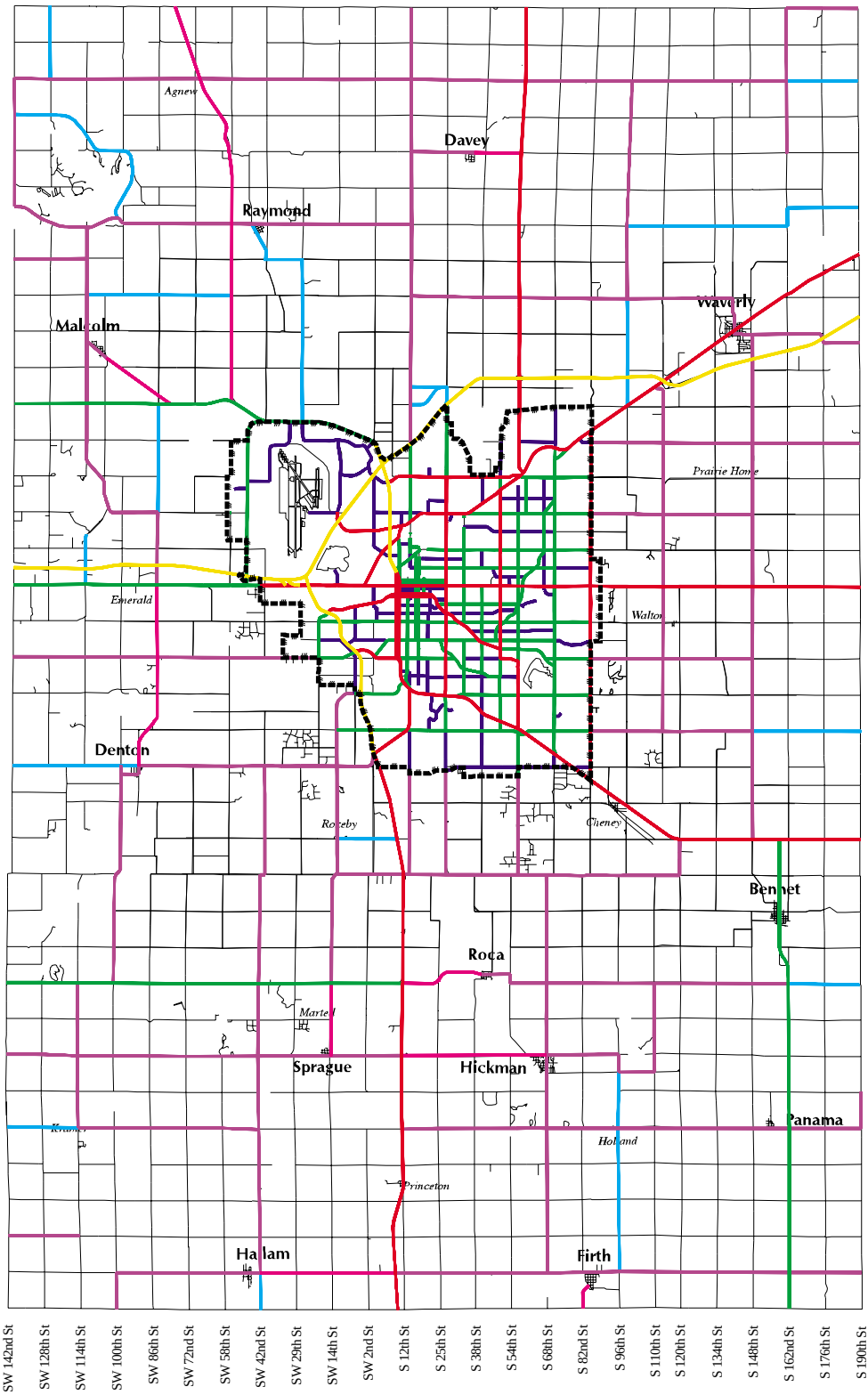
- *Plan future roadways with adequate right-of-way to allow for attractive landscaping and to minimize effect of eventual widenings or modifications.*
- *Provide for the mobility needs of the community through a balanced and efficient system of roads, trails and public transportation alternatives.*
- *Maintain and enhance an efficient network of roads and public ways that allows the movement of people and freight to all areas of the community, prioritized to meet the current and future needs, balancing environmental effects, safety concerns, cost effectiveness, urban design and relationships to other community goals.*
- *Balance benefits against long-term impacts of street widenings in established areas, publicly examining all alternatives, including "no build".*
- *Establish safe and adequate vehicle, transit, pedestrian and bike access both to and within Regional and Community Retail Centers.*
- *Plan, develop and maintain rural roadways focused on serving rural residents, while developing roadways in the future urban area that will be compatible with the future land use plan.*
- *Provide for a long-range plan to develop early identification of bypass corridors and right-of-way retention.*
- *Provide a balanced transportation system for the City of Lincoln and Lancaster County, which includes a range of integrated public transit alternatives that are efficient, convenient and comparable with the social and physical environment and provide mobility to all people.*
- *Develop and enhance urban design by fostering alternative means of transportation, including an expanded and integrated trails system for both recreation and commuting.*

The projected future traffic volumes are a direct result of the future land use and other factors. Using the land uses assumed in the Plan, auto trips are computer modeled based upon current trip generation rates. These auto trips are distributed between appropriate traffic zones, for example work trips from residential zones to work zones. The trips are assigned to the road network along the most direct travel routes between zones with capacity restraints built in. Before modeling future traffic, the computer model was verified by comparing assignments for current land use to actual traffic counts. The model performed very well in this regard. A detailed description of the model assumptions, limitations and network are contained in the Long Range Transportation Plan (LRTP) Technical Documentation Report (Appendix "B").

Figure 26

FUNCTIONAL STREET AND ROAD CLASSIFICATION: EXISTING

Lincoln City/Lancaster County Comprehensive Plan



LEGEND

- Urban/Rural Interstate & Expressway
- Urban/Rural Principal Arterial
- Urban/Rural Minor Arterial
- Urban Collector
- Rural Major Collector (State)
- Rural Major Collector (County)
- Rural Minor Collector
- Urban Area Boundary

N W E S

MILES 0 1 2 3

Downtown Lincoln Detail

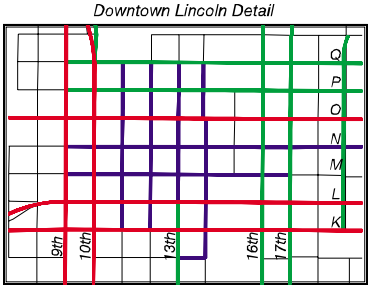
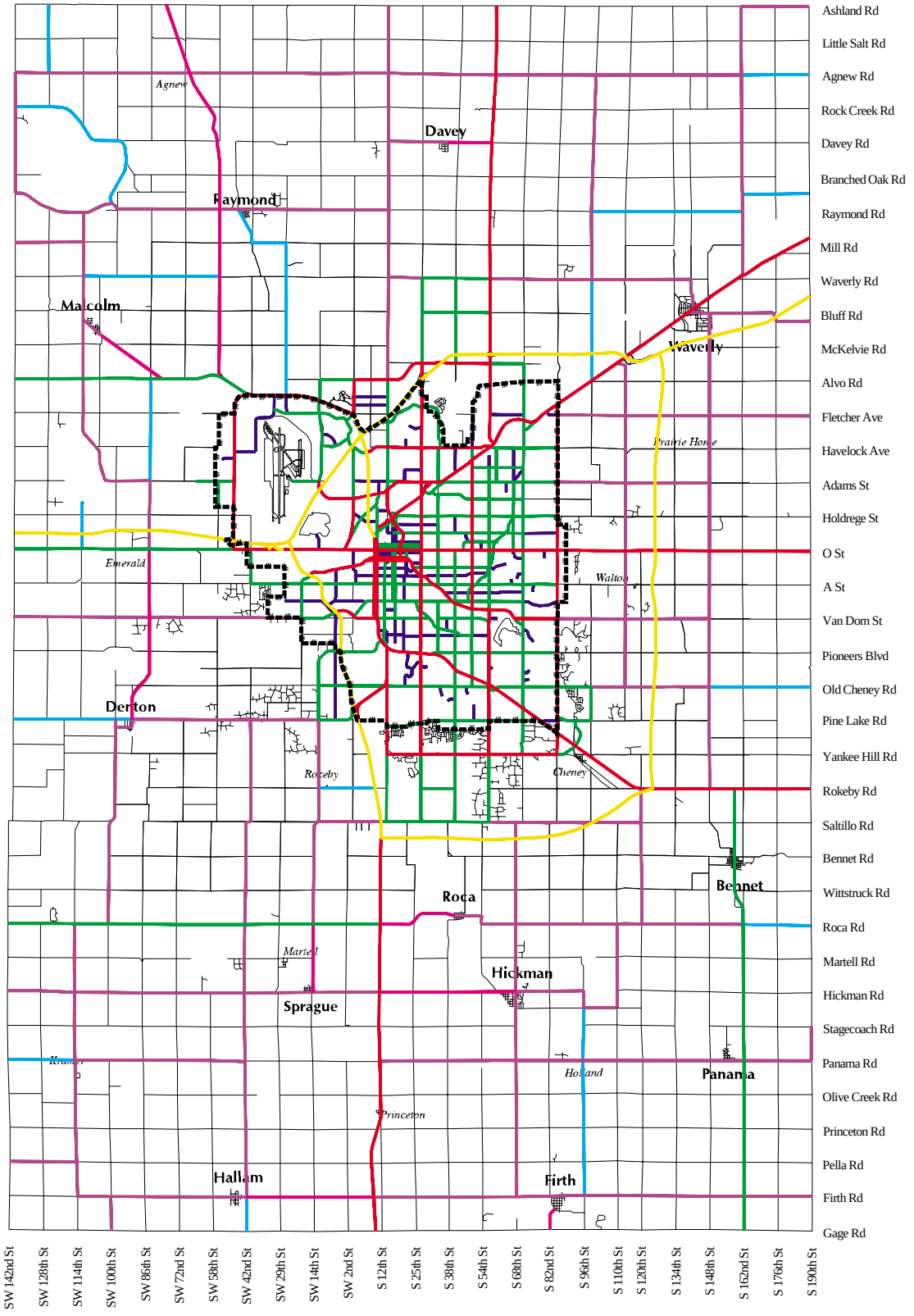


Figure 27

FUNCTIONAL STREET AND ROAD CLASSIFICATION: FUTURE

Lincoln City/Lancaster County Comprehensive Plan



L E G E N D

- *Urban/Rural Interstate/Freeway & Expressway*
- *Urban/Rural Principal Arterial*
- *Urban/Rural Minor Arterial*
- *Urban Collector*
- *Rural Major Collector (State)*
- *Rural Major Collector (County)*
- *Rural Minor Collector*
- *Urban Area Boundary*

N W E S

M I L E S
0 1 2 3

Downtown Lincoln Detail

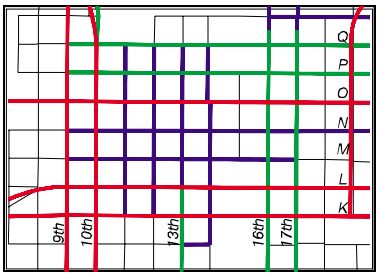
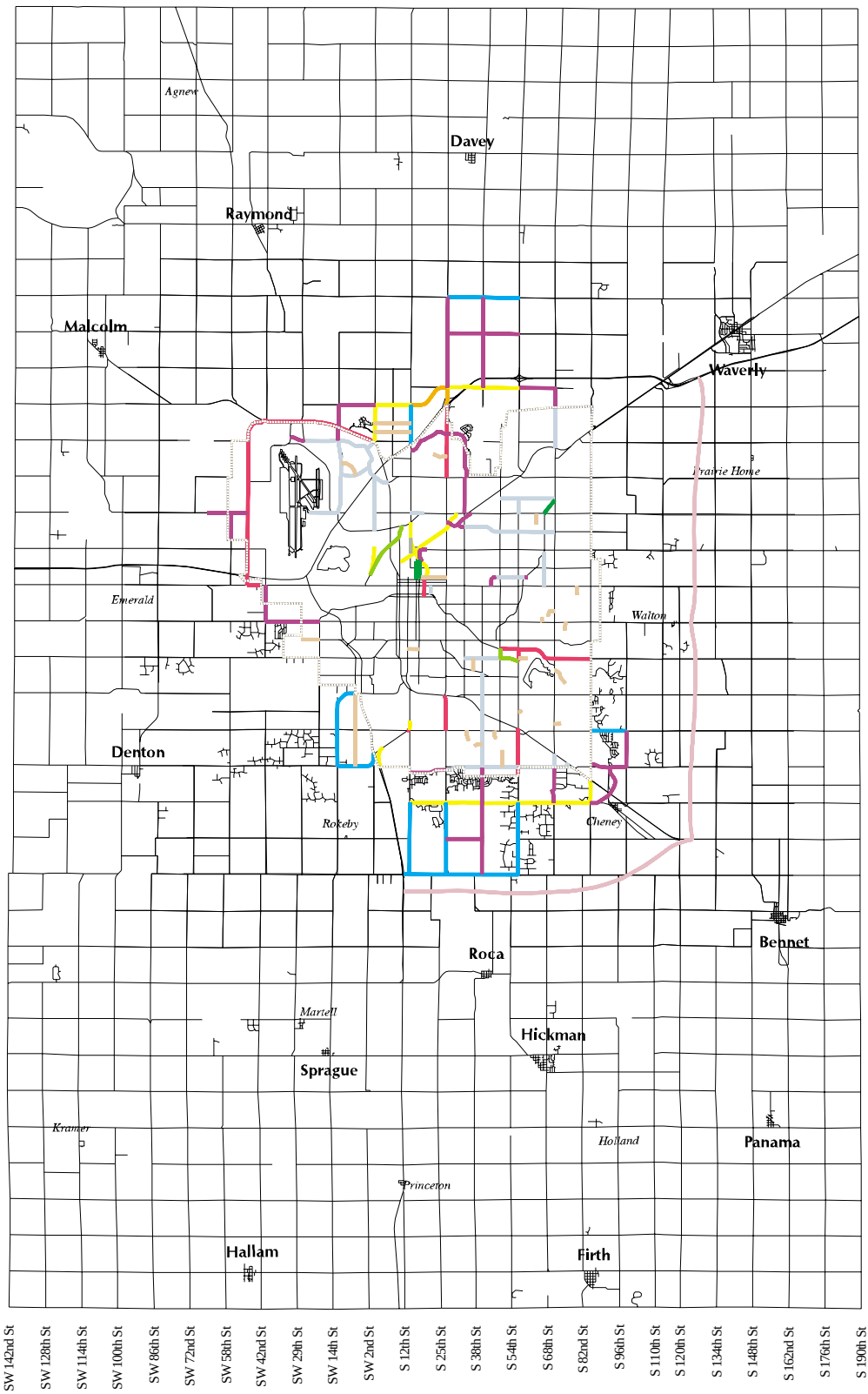


Figure 28

PROPOSED CHANGES IN FUNCTIONAL CLASSIFICATIONS

Lincoln City/Lancaster County Comprehensive Plan



UPGRADED FACILITIES

- Unclass. to Urban/Rural Interstate & Freeway
- Minor Arterial to Principle Arterial
- Rural Minor Collector to Principal Arterial
- Unclassified to Principal Arterial
- Rural Major Collector (Co.) to Minor Arterial
- Urban Collector to Minor Arterial
- Rural Minor Collector to Minor Arterial
- Unclassified to Minor Arterial
- Unclassified to Urban Collector

DOWNGRADED FACILITIES

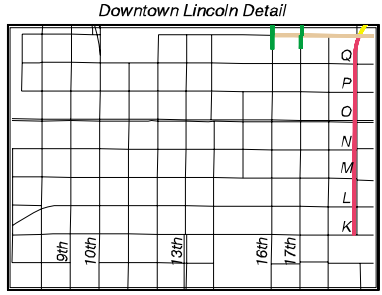
- Principle Arterial to Minor Arterial
- Minor Arterial to Urban Collector
- Minor Arterial to Local Street

Urban Area Boundary

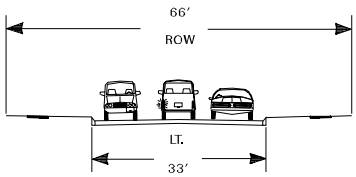
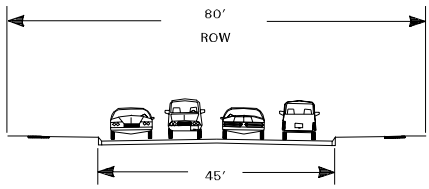
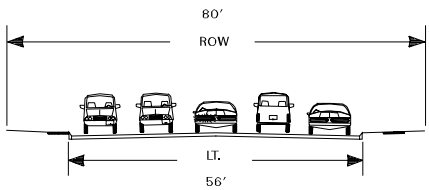
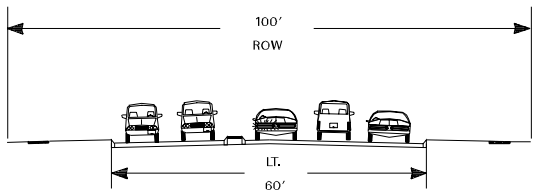
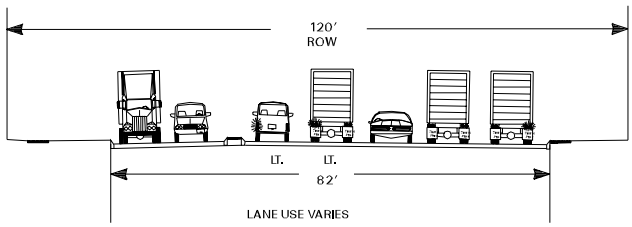
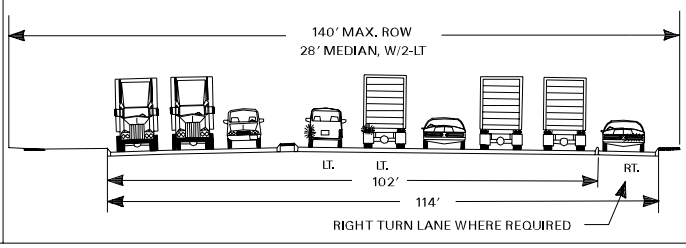
MILES 0 1 2 3

N W E S

Downtown Lincoln Detail



STREET DESIGN STANDARDS
FIGURE 29

AREA TYPE	IMPROVEMENT TYPE	LOCATION	TYPICAL DESIGN	CAPACITY RANGE (24 HR VOL.)	MINIMUM ACCESS SPACING	LEFT TURN LANE
DEVELOPED	**A**	ALL		6,000 - 12,000	200′	PAINTED
	B	NO SIGNALS		12,000 - 16,000	200′	LESS THAN 30 LT'S / PK. HR. NONE
	C	COMMERCIAL OR SIGNALS		12,000 - 24,000	200′	GREATER THAN 30 LT'S / PK. HR. PAINTED
	D	ALL		24,000 - 32,000	200′	GREATER THAN 30 LT'S / PK. HR. RAISED MEDIAN OPENINGS 2 BLOCKS APART
	D+	MAJOR COMMERCIAL		GREATER THAN 32,000	750′	GREATER THAN 300 LT'S / PK. HR.
	K					

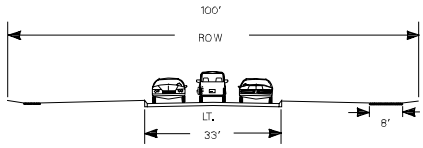
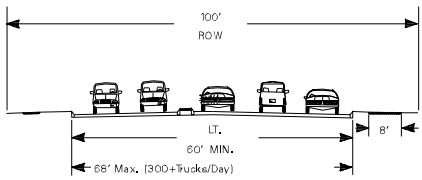
* All Sidewalks 4 Ft. Wide Both Sides Unless Otherwise Noted

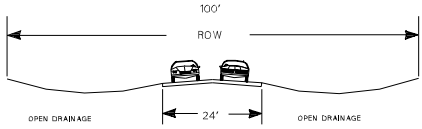
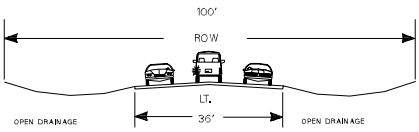
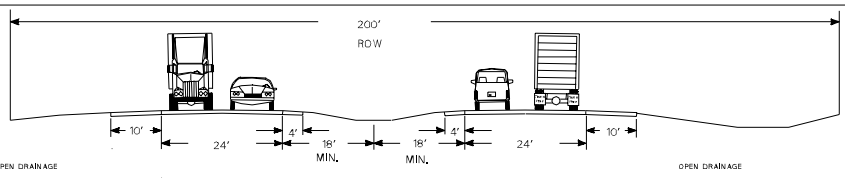
* Parking Prohibited on New Arterial Streets

STREET DESIGN STANDARDS

FIGURE 30

ARTERIAL

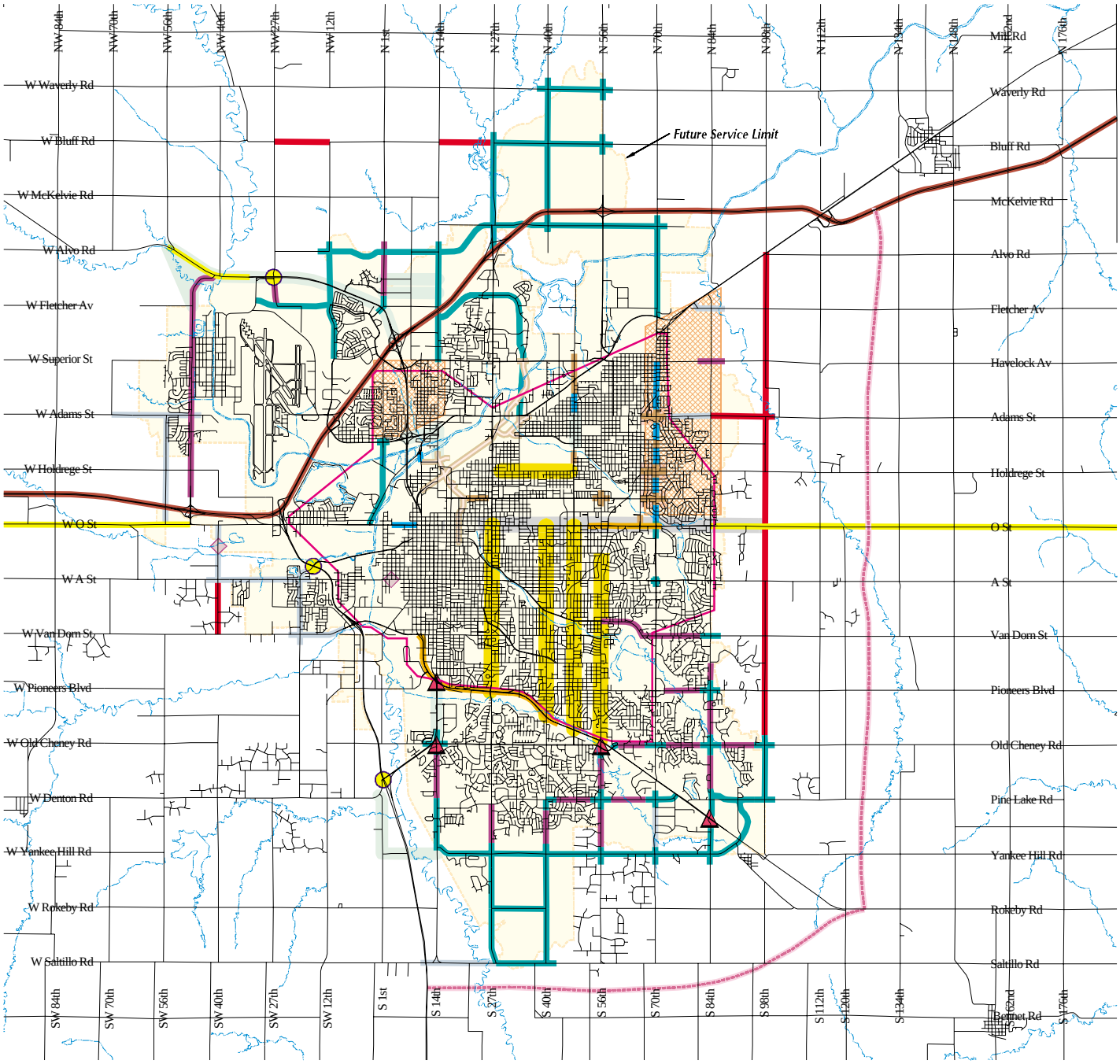
AREA TYPE	*IMPROVE-MENT TYPE*	*LOCATION*	*TYPICAL DESIGN*	*CAPACITY RANGE (24 HR VOL.)*	*MINIMUM ACCESS SPACING*	*LEFT TURN LANE*
FRINGE	***E***	*ALL*		*6,000 - 12,000*	*750′*	*PAINTED*
	F			*12,000 - 32,000*	*750′*	*RAISED MEDIAN — OPENINGS EVERY 2 BLOCKS*

AREA TYPE	*IMPROVE-MENT TYPE*	*LOCATION*	*TYPICAL DESIGN*	*CAPACITY RANGE (24 HR VOL.)*	*MINIMUM ACCESS SPACING*	*LEFT TURN LANE*
RURAL	***G***	*ALL*		*500 - 6,000*	*750′*	*NONE*
	H			*500 - 6,000*	*750′*	*GREATER THAN 30 LT'S / PK. HR. PAINTED*
	J	*ALL*		*12,000 - 32,000*	*1 MILE*	*INTER-CHANGES 2 MILES*

* All Sidewalks 4 Ft. Wide Both Sides Unless Otherwise Noted

* Parking Prohibited on New Arterial Streets

FIGURE 31
IMPROVEMENTS FOR FUTURE ROAD NETWORK
1 - 25 YEAR PROGRAM



LEGEND

- (K) Six Through Lanes, 140 ft. ROW
- (J) Four Lane Divided Highway, 200 Ft. ROW
- (D/F) Four Through Lanes, Left Turn Lane, Raised Medians, 100 Ft. ROW
- (E) Two Through Lanes, Painted Left Turn Lane, 100 Ft. ROW
- (D+) Four Through Lanes, Two Left/One Right Turn Lanes, Raised Median, 120 Ft. ROW
- (G/H) Rural Two Through Lanes, Painted Left Turn Lane, 100 Ft. Row
- Project Development Areas - Detailed project design may occur in these areas. A Comprehensive Plan amendment is required prior to final project approval.
- Needs Analysis Study Areas

- Interchange
- R R Overpass
- Intersection Study
- (C) Four Through Lanes, Painted Left Turn Lane, 80 Ft. ROW
- (B) Four Through Lanes, 80 Ft. ROW
- 6 Lane Interstate Highway
- Four Lane Freeway, 300 Ft. ROW
- Built Environment
- High Impact Corridor Study Areas
- Antelope Valley Facility: 4 Lane Roadway, with 6 Lane Elevated Sections (See Text)
- East 'O' Street Study Area
- Capacity Enhancement Study Areas

N W E S

MILES 0 0.5 1 1.5

(/plan/plots/amls/roads25.aml../plots/transport/rl/roads25.???)
05 Sep 01 17:08:45 Wednesday

(Aug 22, 2001: Amendment No. 94-5,10,16,21,24,30,41,40,56,59,60,61,62,64)

TABLE 10
TRANSPORTATION PROJECTS - YEAR 2025
FUTURE BASE NETWORK PROJECTS

PROJECT NUMBER	LOCATION	LENGTH MILES	IMPROVEMENT TYPE
	PROJECTS IDENTIFIED IN PLAN AS A "D+" (GREEN)		
1	WAVERLY RD, 1/4 MI. W/O N. 40TH ST. TO 1/4 MI. E/O N. 56TH STREET (US 77)	1.50	D+
2	BLUFF ROAD, N. 27TH ST. TO N. 40TH STREET	1.00	D+
3	BLUFF ROAD, N. 40TH ST. TO 1/4 MI. E/O N. 56TH STREET (US 77)	1.25	D+
4	ALVO ROAD,1/4 MI. W/O NW. 12TH ST. TO N. 1ST STREET	1.30	D+
5	ALVO ROAD, N. 1ST ST. TO N. 14TH STREET	1.00	D+
6	ALVO/ARBOR ROAD, N. 14TH ST. TO N. 27TH STREET	1.20	D+
7	ARBOR ROAD, N. 27TH ST. TO N. 40TH STREET	1.00	D+
8	ARBOR ROAD, N. 40TH ST. TO N. 56TH STREET	1.00	D+
9	ARBOR ROAD, N. 56TH ST. TO 1/4 MI.E/O N. 70TH STREET	1.25	D+
10	CORNHUSKER HIGHWAY, 1/4 MI. WEST TO 1/4 MI. EAST OF N. 1ST ST.	0.50	D+
11	N. 33RD ST. EXTENSION, SUPERIOR TO N 27TH TO N 14TH	2.86	D+
12	W. VAN DORN ST., 1/4 MI. W/O CODDINGTON TO HIGHWAY 77	1.25	D+
13	VAN DORN ST., 1/4 MI. W/O 84TH ST. TO 1/4 MI. E/O 84TH ST.	0.50	D+
14	PIONEERS BLVD., 70TH ST. TO 1/4 MILE EAST	0.25	D+
15	PIONEERS BLVD.,1/4 MI. W/O 84TH ST. TO 1/4 MILE E/O 84TH ST.	0.50	D+
16	OLD CHENEY RD., HWY #2 TO 1/4 MI. EAST	0.25	D+
17	OLD CHENEY RD.,1/4MI. W/O 70TH ST TO 1/4 MI. E/O 70TH ST.	0.50	D+
18	OLD CHENEY RD.,1/4 MI. W/O 84TH ST TO 1/4 MI. E/O 84TH ST.	0.50	D+
19	OLD CHENEY RD.,1/4 MI. W/O 98TH ST TO 1/4 MI. E/O 98TH ST.	0.50	D+
20	PINE LAKE RD., 40TH TO 1/4 MI. E/O 40TH ST.	0.25	D+
21	PINE LAKE RD, 1/4 MI. W/O 56TH TO 1/4 MI. E/O 56TH ST.	0.50	D+
22	PINE LAKE RD,1/4 MI. W/O 70TH TO HIGHWAY 2	0.80	D+
23	PINE LAKE RD, 84TH ST. TO 1/4 MI. EAST	0.25	D+
24	PINE LAKE RD, 1/4 MI. W/O 98TH STREET TO 1/4 MI. E/O 98TH	0.50	D+
25	YANKEE HILL ROAD, 14TH ST. TO 27TH ST	1.10	D+
26	YANKEE HILL ROAD, 27TH ST. TO 40TH ST	1.00	D+
27	YANKEE HILL ROAD, 40TH ST. TO 56TH ST	1.00	D+
28	YANKEE HILL ROAD, 56TH ST. TO 70TH ST	1.00	D+
29	YANKEE HILL ROAD, 70TH ST. TO 84TH ST	1.00	D+
30	YANKEE HILL ROAD, 84TH ST. TO HIGHWAY 2	0.50	D+
31	ROKEBY ROAD, 27TH TO 40TH ST.	1.00	D+
32	SALTILLO ROAD, 27TH TO 1/4 MI. E/O 40TH ST.	1.25	D+
33	SW. 40TH ST., O ST. TO A ST. OVERPASS	0.30	OVERPASS
36	NW. 12TH ST., FLETCHER AVE. TO 1/4 MI. N/O ALVO ROAD	1.25	D+
37	NW. 12TH ST., HIGHLANDS BLVD. TO FLETCHER AVE.	1.00	F
38	N 1ST ST.,1/4 MI. N/O HIGHWAY 34 TO 1/8 MI. S/O HIGHWAY 34	0.38	D+
39	N. 1ST ST.,1/4 MI. N/O CORNHUKSER TO CHARLESTON ST.	0.80	D+
40	SUN VALLEY/1ST ST., CHARLESTON ST. TO WEST "O" ST.	1.20	D+
41	N.14TH ST.,1/4 MI. N/O ALVO ROAD TO FLETCHER	1.25	D+
42	N.14TH ST., FLETCHER TO S/O SUPERIOR	1.25	D+
43	S.14TH ST., OLD CHENEY TO 1/4 MILE SOUTH OF OLD CHENEY ROAD	0.25	D+
44	S.14TH ST.,1/4 MI. N/O PINE LAKE RD. TO 1/4 MILE S/O PINE LAKE RD	0.50	D+
45	S.14TH ST.,1/4 MI. S/O PINE LAKE RD. TO YANKEE HILL ROAD	0.50	D+
46	N.27TH ST.1/4 MI. N/O BLUFF ROAD TO ARBOR ROAD	1.75	D+
47	N. 27TH ST., ARBOR ROAD TO I-80	0.50	D+
48	S. 27TH ST., 1/4 MI. N/O YANKEE HILL RD TO 1/4 MI. S/O YANKEE HILL RD.	0.50	D+
49	S. 27TH ST.,1/4 MI. S/O YANKEE HILL TO ROKEBY RD	0.75	D+
50	S. 27TH ST., ROKEBY RD. TO SALTILLO ROAD	1.00	D+
51	N. 33RD ST., SUPERIOR ST. TO S/O CORNHUSKER HWY.	1.25	D+
52	N. 40TH ST.,1/4 MI. N/O WAVERLY ROAD TO BLUFF RD.	1.25	D+

TABLE 10
TRANSPORTATION PROJECTS - YEAR 2025
FUTURE BASE NETWORK PROJECTS

PROJECT NUMBER	LOCATION	LENGTH MILES	IMPROVEMENT TYPE
53	N. 40TH ST., BLUFF RD. TO 1/4 MI. S/O ARBOR ROAD	1.75	D+
54	S. 40TH ST., PINE LAKE RD. TO 1/4 MI. S/O PINE LAKE RD.	0.25	D+
55	S 40TH ST., CITY LIMITS (2,000 FT. N/O YANKEE HILL RD) TO YANKEE HILL RD	0.33	D+
56	S.40TH ST., YANKEE HILL ROAD TO ROKEBY ROAD	1.00	D+
57	S.40TH ST., ROKEBY ROAD TO SALTILLO ROAD	1.00	D+
58	S. 56TH ST., OLD CHENEY TO 1/4 MILE SOUTH OF OLD CHENEY RD	0.25	D+
59	S. 56TH ST., 1/4 MI. N/O PINE LAKE RD. TO 1/4 MILE S/O PINE LAKE RD	0.50	D+
60	S. 56TH ST., 1/4 MI. N/O YANKEE HILL RD. TO 1/4 MI. S/O YANKEE HILL RD	0.50	D+
61	N. 70TH ST.,1/4 MI. N/O ARBOR RD. TO CORNHUSKER HWY.	1.95	D+
62	70TH STREET & "A" STREET (INTERSECTION)	0.20	D+
63	S. 70TH ST.,1/4 MI. N/O PINE LAKE RD. TO 1/4 MI. S/O PINE LAKE RD.	0.50	D+
64	S. 70TH ST.,1/4 MI. N/O YANKEE HILL RD. TO 1/4 MI. S/O YANKEE HILL RD	0.50	D+
65	S. 84TH ST., 1/4 MI. N/O PIONEERS BLVD. TO 1/4 MI. S/O OF PIONEERS BLVD	0.50	D+
66	S. 84TH ST., 1/4 MI. N/O OLD CHENEY RD. TO 1/4 MI. S/O OLD CHENEY ROAD	0.50	D+
67	S. 84TH ST., 1/4 MI. N/O PINE LAKE RD. TO HIGHWAY 2	0.60	D+
68	S. 84TH ST., HWY #2 TO 1/4 MILE SOUTH OF HWY #2	0.25	D+
69	S. 84TH ST., 1/4 MILE SOUTH OF HWY #2 TO 1/4 MI. S/O YANKEE HILL RD	0.65	D+
70	S. 98TH ST., 1/4 MI. N/O OLD CHENEY ROAD TO PINE LAKE ROAD	1.25	D+
71	S. 98TH ST., PINE LAKE ROAD TO HIGHWAY 2	0.95	D+
72	S. 14TH ST./OLD CHENEY RD./WARLICK BLVD. INTERSECTION	1.00	D+
	TOTAL "D+" IDENTIFIED PROJECT	61.82	
	PROJECTS IDENTIFIED IN PLAN AS A "D/F" (PURPLE)		
73	NW. 48TH ST., HWY #34 TO N.C.L.	0.80	F
74	NW. 48TH ST. N.C.L. TO W. KNIGHT DR.	1.25	F
75	NW. 48TH ST., W. KNIGHT DR TO I-80	1.90	F
76	NW. 27TH ST., HWY #34 TO W. FLETCHER AVE.	0.50	F
77	N. 1ST ST., 1/4 MI. N/O ALVO RD TO 1/4 MI. N/O HIGHWAY 34	1.00	F
78	S. 14TH ST.,1/4 MI. S/O OLD CHENEY to 1/4 MILE N/O PINE LAKE RD	0.75	F
79	S. 27TH ST., PINE LAKE RD. TO 1/4 MI. N/O YANKEE HILL RD.	0.75	F
80	S. 40TH ST., 1/4 MI. S/O PINE LAKE RD. TO 1/4 MI. N/O YANKEE HILL ROAD	0.50	F
81	S. 56TH ST.,1/4 MI S/O OLD CHENEY TO 1/4 MILE N/O PINE LAKE RD	0.50	F
82	S. 56TH ST.,1/4 MI. S/O PINE LAKE RD. TO 1/4 MI. N/O YANKEE HILL RD	0.50	F
83	S. 84TH ST.,1/2 MI. N/O PIONEERS BLVD. TO 1/4 MI. N/O OF PIONEERS BLVD	0.25	F
84	S. 84TH ST., 1/4 MI. S/O PIONEERS BLVD TO 1/4 MI. N/O OLD CHENEY ROAD	0.50	F
85	S. 84TH ST., 1/4 MI. S/O OLD CHENEY RD. TO 1/4 MI. N/O PINE LAKE ROAD	0.50	F
86	HAVELOCK AVE., 1/4 MI W/O 84TH ST. TO 1/4 MI. E/O 84TH ST.	0.50	F
87	NORMAL BLVD., 58TH ST. TO VAN DORN STREET	0.75	D
88	VAN DORN STREET, NORMAL BLVD. TO 1,000 FT. W/O 84TH ST.	1.00	F
89	PIONEERS BLVD.,1/4 MI. E/O 70TH ST. TO 1/4 MILE W/O 84TH ST.	0.50	F
90	OLD CHENEY RD.,1/4 MI. E/O HWY #2 TO 1/4 MI. W/O 70TH ST.	0.30	F
91	OLD CHENEY RD.,1/4 MI. E/O 70TH ST. TO 1/4 MI. W/O 84TH ST.	0.50	F
92	OLD CHENEY RD.,1/4 MI. E/O 84TH ST. TO 1/4 MI. W/O 98TH ST.	0.50	F
93	PINE LAKE RD.,1/4 MI. E/O 40TH TO 1/4 MI. W/O 56TH ST.	0.50	F
94	PINE LAKE RD.,1/4 MI. E/O 56TH TO 1/4 MI. W/O 70TH ST.	0.50	F
95	PINE LAKE RD.,1/4 MI. E/O 84TH ST. TO 1/4 MI. W/O 98TH ST.	0.50	F
	TOTAL "D/F" IDENTIFIED PROJECT	15.75	

TABLE 10
TRANSPORTATION PROJECTS - YEAR 2025
FUTURE BASE NETWORK PROJECTS

PROJECT NUMBER	LOCATION	LENGTH MILES	IMPROVEMENT TYPE
	PROJECTS IDENTIFIED IN PLAN AS A "E" (LIGHT BLUE)		
34	SW. 40TH ST., O TO A ST., AND A ST., 1/4 MI. W/O SW 40TH TO CODDINGTON	2.20	E
35	CODDINGTON AVE., A TO 1/4 MI. S/O VAN DORN, VAN DORN, CODDINGTON TO HWY. 77	2.25	E
96	FLETCHER AVE - CORNHUSKER HWY TO 1/4 MI. E/O 84TH STREET	1.00	E
97	W. ADAMS ST., NW. 70TH ST. TO NW. 56TH ST.	1.00	E
98	W. ADAMS ST., NW. 56TH TO 1/4 MI. E/O NW. 48TH ST.	0.75	E
99	ADAMS STREET, 1,000 FEET EAST OF 70TH TO 84TH STREET	0.80	E
100	SALTILLO ROAD, 1/4 MI. W/O US77 TO 27TH ST.	1.50	E
101	NW. 56TH ST., W. ADAMS TO 3/4 MI. SOUTH	0.75	E
102	NW. 56TH ST., 3/4 MI. S/O W. ADAMS TO WEST "O" ST.	1.25	E
103	S. 70TH STREET - 1/4 MI. S/O PINE LAKE RD. TO 1/4 MI. N/O YANKEE HILL RD	0.50	E
	TOTAL "E" IDENTIFIED PROJECT	7.55	
	PROJECTS IDENTIFIED IN PLAN AS A "B" (BLUE)		
104	"O" STREET, HARRIS OVERPASS (3RD TO 9TH STREET)	0.50	OVERPASS
105	N. 10TH ST., SUN VALLEY BLVD. TO MILITARY RD. (& BRIDGE)	0.20	B
106	N. 48TH ST., FREMONT TO GREENWOOD STREET	0.30	B
107	N. 70TH ST., HAVELOCK AVE TO 1/4 MI. N/O ADAMS	0.75	B
108	N. 70TH ST., 1/4 MI. S/O ADAMS TO 1/8 MI. N/O LEIGHTON AVE	0.13	B
109	N. 70TH ST.,1/8 MI. S/O LEIGHTON TO 1/4 MI. N/O HOLDREGE	0.13	B
110	N. 70TH ST.1/4 MI. S/O HOLDREGE TO 1/8 MI. N/O VINE	0.13	B
111	N. 70TH ST., 1/8 MI. S/O VINE TO "P" ST.	0.25	B
	TOTAL "B" IDENTIFIED PROJECT	2.38	
	PROJECTS IDENTIFIED IN PLAN AS A "C" (BROWN)		
112	N. 48TH ST., 1/4 MI. N/O SUPERIOR ST TO FREMONT	0.80	C
113	N. 48TH ST., DEAD MAN'S RUN TO 1/8 MI N/O HOLDREGE ST.	0.25	C
114	N. 56TH & VINE INTERSECTION IMPROVEMENT	0.50	C
186	VINE ST., 20TH TO 26TH ST.	0.33	C
115	N. 70TH ST.,1/4 MI. N/O ADAMS TO 1/4 MI. S/O ADAMS ST.	0.50	CAP. ENHANCEMENT S.A.
116	N. 70TH ST., 1/8 MI. N/O LEIGHTON TO 1/8 MI. S/O LEIGHTON AVE.	0.25	CAP. ENHANCEMENT S.A.
117	N. 70TH ST., 1/4 MI. N/O HOLDREGE TO 1/4 MI. S/O HOLDREGE ST.	0.50	CAP. ENHANCEMENT S.A.
118	N. 70TH ST., 1/8 MI. N/O VINE TO 1/8 MI. S/O VINE ST.	0.25	CAP. ENHANCEMENT S.A.
119	ADAMS STREET, 66TH TO 1,000 FT EAST OF 70TH ST.	0.50	CAP. ENHANCEMENT S.A.
120	HOLDREGE STREET, 66TH TO 1,000 FT EAST OF 70TH ST.	0.50	CAP. ENHANCEMENT S.A.
121	VINE STREET, 66TH TO 1,000 FT EAST OF 70TH ST.	0.50	CAP. ENHANCEMENT S.A.
	TOTAL "C" IDENTIFIED PROJECT	4.55	
	PROJECTS IDENTIFIED IN PLAN AS A "G/H" (RED)		
122	SW. 40TH STREET, W. "A" STREET TO W. VAN DORN STREET	1.00	H
123	BLUFF ROAD, 1/4 MI. W/O NW. 27TH TO 1/4 MI. E/O NW. 12TH ST.	1.50	H
124	BLUFF ROAD, 1/4 MI. W/O N 14TH TO N 27TH ST.	1.25	H
125	ADAMS STREET,84TH ST. TO 1/4 MI. E/O 98TH ST.	1.25	H
126	N. 98TH ST., CORNHUSKER HWY TO FLETCHER	1.00	H
127	N. 98TH ST., FLETCHER TO HAVELOCK AVE.	1.00	H
128	N. 98TH ST., HAVELOCK AVE TO FREMONT ST.	0.50	H
129	N.98TH ST., FREMONT TO ADAMS ST.	0.50	H
130	N.98TH ST., ADAMS TO HOLDREGE ST.	1.00	H

TABLE 10
TRANSPORTATION PROJECTS - YEAR 2025
FUTURE BASE NETWORK PROJECTS

PROJECT NUMBER	LOCATION	LENGTH MILES	IMPROVEMENT TYPE
131	N. 98TH ST., HOLDREGE TO O ST.	1.00	H
132	S. 98TH ST., "O" ST TO A ST.	1.00	H
133	S. 98TH ST., A ST. TO VAN DORN ST.	1.00	H
134	S. 98TH ST., VAN DORN ST TO PIONEERS BLVD.	1.00	H
135	S. 98TH ST., PIONEERS BLVD. TO 1/4 MI. N/O OLD CHENEY ROAD	0.75	H
	TOTAL "G/H" IDENTIFIED PROJECT	13.75	
	PROJECTS IDENTIFIED IN PLAN AS A "K" (ORANGE)		
136	HIGHWAY 2, VAN DORN STREET TO S. 14TH ST.	1.00	K
137	HIGHWAY 2, S. 14TH ST. TO 1/4 MI. E/O 40TH ST.	2.50	K
138	"O" STREET, 52ND ST. TO WEDGEWOOD DR. (INCLUDES 70TH,56,COTNER,66TH)	2.10	K
	TOTAL "K" IDENTIFIED PROJECT	5.60	
	PROJECTS IDENTIFIED AS "NEED ANALYSIS STUDY" (LIGHT GREEN)		
139	N.14TH ST., CORNHUSKER HWY TO END OF ANT. VALLEY (NEEDS STUDY)	0.30	NEEDS ANALYSIS S.A.
140	CORNHUSKER HIGHWAY, I-180 TO N. 14TH (NEEDS STUDY)	0.60	NEEDS ANALYSIS S.A.
141	N. 14TH ST. & CORNHUSKER HIGHWAY INTERCHANGE (NEEDS STUDY)	1.00	NEEDS ANALYSIS S.A.
142	S. 14TH ST., HIGHWAY 2 TO OLD CHENEY ROAD (NEEDS STUDY)	1.10	NEEDS ANALYSIS S.A.
143	YANKEE HILL ROAD WILDERNESS PARK CROSSING (ELEVATED)(NEEDS STUDY)	0.75	NEEDS ANALYSIS S.A.
144	S. 1ST ST., DENTON RD TO YANKEE HILL, YANKEE HILL, 1ST TO HWY 77(STUDY)	1.60	NEEDS ANALYSIS S.A.
145	HUMPHREY AVE., N. 1ST TO N. 14TH (NEEDS STUDY)	1.00	NEEDS ANALYSIS S.A.
146	PENNSYLVANIA AVE., N. 1ST TO N. 14TH (NEEDS STUDY)	1.00	NEEDS ANALYSIS S.A.
147	N 47TH,48TH,49TH ST AREAS - ADAMS ST TO LEIGHTON AVE. (STUDY)	0.50	NEEDS ANALYSIS S.A.
	PROJECTS IDENTIFIED IN THE ANTELOPE VALLEY ROADWAY PACKAGE		
148	ANTELOPE VALLEY ROADWAY IMPROVEMENT PACKAGE	10.20	(SEE TEXT FOR DESCRIPTION)
	PROJECTS IDENTIFIED AS "4 LANE FREEWAY"		
150	EAST BELTWAY I-80 TO HWY #2	11.00	FREEWAY
151	SOUTH BELTWAY - US 77 TO NE HWY 2	6.50	FREEWAY
	PROJECTS IDENTIFIED AS STUDIES		
152	"O" STREET,15TH ST. TO 98TH STREET (STUDY ONLY)	5.50	STUDY
	HIGH IMPACT CORRIDOR STUDY AREAS		
153	S. 27TH.,"O" TO HWY2 (STUDY ONLY)	3.00	HIGH IMPACT COR. S.A.
154	S. 40TH.,"O" TO HWY2 (STUDY ONLY)	3.50	HIGH IMPACT COR. S.A.
155	S. 48TH.,"O" TO HWY2 (STUDY ONLY)	3.70	HIGH IMPACT COR. S.A.
156	S. 56TH.,RANDOLPH TO HWY2 (STUDY ONLY)	4.00	HIGH IMPACT COR. S.A.
157	HOLDREGE ST- 27TH TO 48TH ST. (STUDY ONLY)	1.50	HIGH IMPACT COR. S.A.
	CAPACITY ENHANCEMENT STUDY AREAS		
158	N. 1ST ST., CORNHUSKER HWY TO SUPERIOR ST.	1.50	CAP. ENHANCEMENT S.A.
159	N.14TH ST., CORNHUSKER HWY TO SUPERIOR ST.	1.25	CAP. ENHANCEMENT S.A.
	EITHER OR PROJECT		

TABLE 10
TRANSPORTATION PROJECTS - YEAR 2025
FUTURE BASE NETWORK PROJECTS

PROJECT NUMBER	LOCATION	LENGTH MILES	IMPROVEMENT TYPE
160	N. 84TH ST. - CORNHUSKER HIGHWAY TO "O" STREET	4.30	CAP. ENHANCEMENT S.A.
161	N. 70TH ST., HAVELOCK AVE TO 1/4 MI. N/O ADAMS ST.	0.75	CAP. ENHANCEMENT S.A.
162	N. 70TH ST.,-1/4 MI. N/O ADAMS TO 1/4 MI. S/O ADAMS ST.	0.50	CAP. ENHANCEMENT S.A.
163	N. 70TH ST., 1/4 MI. S/O ADAMS TO 1/8 MI. N/O LEIGHTON AVE.	0.13	CAP. ENHANCEMENT S.A.
164	N. 70TH ST., 1/8 MI. N/O LEIGHTON TO 1/8 MI. S/O LEIGHTON AVE.	0.25	CAP. ENHANCEMENT S.A.
165	N. 70TH ST., 1/8 MI. S/O LEIGHTON TO 1/4 MI. N/O HOLDREGE ST.	0.13	CAP. ENHANCEMENT S.A.
166	N. 70TH ST.,1/4 MI. N/O HOLDREGE TO 1/4 MI. S/O HOLDREGE ST.	0.50	CAP. ENHANCEMENT S.A.
167	N. 70TH ST.,1/4 MI. S/O HOLDREGE TO 1/8 MI. N/O VINE ST.	0.13	CAP. ENHANCEMENT S.A.
168	N. 70TH ST., 1/8 MI. N/O VINE TO 1/8 MI. S/O VINE ST.	0.25	CAP. ENHANCEMENT S.A.
169	N. 70TH ST., 1/8 MI. S/O VINE TO "P" ST.	0.25	CAP. ENHANCEMENT S.A.
170	ADAMS STREET, 66TH TO 1,000 FT EAST OF 70TH ST.	0.40	CAP. ENHANCEMENT S.A.
171	HOLDREGE STREET, 66TH TO 1,000 FT EAST OF 70TH ST.	0.50	CAP. ENHANCEMENT S.A.
172	VINE STREET, 66TH TO 1,000 FT EAST OF 70TH ST.	0.50	CAP. ENHANCEMENT S.A.
	EITHER OR PROJECT		
	INTERSECTION STUDIES (SHOWN AS A TRIANGLE)		
173	S 14TH/OLD CHENEY/WARLICK BLVD		INTERSECTION STUDY
174	S. 14TH ST. & HIGHWAY 2		INTERSECTION STUDY
175	S 56TH/HIGHWAY 2/OLD CHENEY ROAD		INTERSECTION STUDY
176	S 84TH & HIGHWAY 2		INTERSECTION STUDY
177	INTERSECTION STUDIES SUB-TOTAL		
	STATE PROJECTS IDENTIFIED AS "NEED ANALYSIS STUDY" (LIGHT GREEN)		
178	HIGHWAY 34 - HWY 79 TO INTERSTATE 80	5.00	NEEDS ANALYSIS S.A.
	STATE PROJECTS (YELLOW)		
179	WEST "O" ST. NW. 48TH ST. WEST		J
180	EAST "O" ST. 84TH ST. EAST		J
181	HIGHWAY 2, 84TH ST. EAST		J
182	HIGHWAY 34, HWY. 79 TO NW. 31ST ST.		J
	STATE INTERCHANGE PROJECTS (YELLOW CIRCLE)		
183	HIGHWAY 77 & CAPITOL PARKWAY WEST		INTERCHANGE
184	HIGHWAY 77 & WARLICK BLVD./LINK 55W		INTERCHANCE
	RAILROAD OVERPASS		
185	A' STREET AT THE 3RD STREET CORRIDOR		OVERPASS

Date: 12-15-00

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TABLE 11

Transportation Project Funding Through Year 2025
Expressed in Millions of Dollars, Increased as shown

	Project Revenues:		**Millions of dollars: 25 year program**
(1)	City road funds	3.2% per year increase	**$827**
(2)	Federal highway funds (T.A.)	no growth increase	**$88**
(3)	Other state/federal aid	3.2% per year increase	**$187**
(4)	Other funds (RTSD, assessments, impact fees)	3.0% per year increase	**$91**
	Total all road funds		**$1,193**

(1) Includes city wheel tax and city share of state highway allocation funds.
Does not include general funds.
(3) & (4) Applied for funds.

	Project expenditures: (5.0% per year increase)	**Millions of dollars: 25 year program**
(5)	Maintenance activity	**$286**
(6)	Resurfacing/Rehabilitation	**$215**
(7)	City/Fed/State share of major projects identified in LRTP	**$754**
(8)	Preliminary Eng., Minor R.O.W. Emergency & Safety	**$72**
	Total all roads expenditures	**$1,327**

(5) Includes street sweeping, snow removal, patching, etc.
(6) Includes resurfacing, minor widening and signals.
(7) Includes City Wheel Tax, City share of State Highway allocation funds, Federal Highway funds, RTSD and Other State/Federal aid funds. Annual project inflation cost of 5% included. Funding for State identified projects not included. 100% funding for Antelope Valley Project included. Assumes 20% funding for the South & East Beltways.

Lincoln and Lancaster County currently enjoy high air quality standards and are an "Attainment Area" as defined by the Federal government. This air quality contributes to the community's high standard of living. It is very important that the "Attainment Area" designation be maintained throughout the planning period.

The ongoing transportation planning process in Lincoln includes a detailed street evaluation. Each segment on the major street system is evaluated on an annual basis for volume to capacity ratios, bridge and pavement conditions as well as accident rates. To address future road needs for the Year 2025, social and environmental factors are added. The entire major street system was evaluated using existing and future traffic volumes.

The Year 2025 Road Network, Figure 31, shows the resulting segments where the existing and future vehicle delay, fuel consumption, accidents, pavement and bridge conditions warrant attention after consideration of the social and environmental factors.

To appear in this figure, segments generally had average performance characteristic equivalent to Level of Service “D”, "E" or "F". The extent of the capacity problems also warrant major widening, either addition of through lanes and/or right-of-way acquisition. The locations rating highest also have pavement which is beyond it's useful life and/or high accident rates. Prior to any major widening (adding through lanes) the first step should be to increase the roadway efficiency through minor improvements such as parking removal, changes in lane markings and/or minor widening to provide separate turn lanes.

Figures 31 does not include segments where roadway deficiencies can be addressed by removal of parking, resurfacing, changes in lane markings or minor widening to add turn lanes. These types of improvements are assumed to continue as the need arises on an annual basis. Any arterial street segment which is currently less than 33 feet in width or has on-street parking should be considered a candidate for widening to 33 feet and/or removal of parking when traffic volumes or accidents dictate.

The long range road improvements projects are also listed in Table 10. This table also shows the proposed type of improvement. The improvement type relates back to Figures 29 and 30 for right-of-way and street widths. The projects are considered to be realistic in terms of mileage and fiscal restraints. A breakdown of estimated project funding is shown in Table 11.

This Plan clearly recognizes the need to continue undertaking improvements to the existing street network -- including the potential future widening of arterials in the established areas of the city. It would be unrealistic to assume that the influences of sustained growth and of existing patterns of travel behavior won't place added demands on the transportation system. These are acknowledged as part of the framework for the Plan's ongoing monitoring and review process.

As the community continues to seek ways to minimize undesirable congestion across the transportation network, it must also work diligently to explore means that allow for possible street improvements that preserve the character and viability of Lincoln's older neighborhoods.

Toward this end, the Comprehensive Plan, as adopted in 1994, called for the Lincoln Transportation Department, in conjunction with the Planning Department, and with the assistance of a consultant and a broad based community committee, to examine the full range of transportation alternatives and means for minimizing their negative impacts for the following five high impact corridor study areas: four corridors extending generally from 'O' Street on the north to Highway 2 on the south, for South 27th, South 40th, South 48th, and South 56th (including South Cotner from 56th to 'O' Streets), and the Holdrege Street corridor east of 27th Street and west of 48th Street. Excluded from the high impact corridors were those projects specifically shown or described on Figure 31. The community committee was to include, but not be limited to, representatives from the Street Planning Advisory Committee (SPAC) and the neighborhoods within the high impact corridors. The charge of this study team included: (Amendment 9416)

Step 1: Explore Full Range of Alternatives

The initial step should involve three major tasks:

a. Study all options for facilitating the flow of traffic through the five designated study corridors. This should also include consideration of alternatives for mitigating the impacts such alternatives would have on the adjacent neighborhoods.

b. Recommend specific alternatives for improving traffic flow within the areas and any associated impact mitigation options.

c. Recommend the trigger mechanism for determining the conditions under which such transportation system improvements are to be undertaken. This entails identifying the measures to be used in determining if, when and what street improvements would occur within these corridors.

Step 2: Amend Comprehensive Plan

Following the completion of Step 1, the study team's recommendations should be advanced through the Comprehensive Plan amendment process. This would include the full array of public hearings and reviews by the Planning Commission and elected officials.

Step 3: Implement Trigger Mechanism

The final step will be to formally implement the adopted trigger mechanism. This will involve putting in place the monitoring procedures necessary to carry out the adopted trigger mechanism, including assigning responsibilities for review and techniques for establishing when threshold levels or other such standards have been reached. However, if so recommended, no widening within the high impact study corridor study areas (except as noted on Figure 31) along South 27th, South 40th, South 48th, South 56th, or Holdrege Street shall occur before the completion of the following Phase 1 projects: (1) 70th Street from Highway 2 to Pioneers Boulevard; (2) 84th Street from Highway 2 to South Street; (3) Old Cheney Road from Highway 2 to 84th Street; and, (4) Pine Lake Road from 14th Street to Highway 2 and from 84th Street to 98th Street. There shall be a report on the actual traffic impact such improvements have on the road network prior to the inclusion of any of the impacted arterial street projects in the City's Capital Improvement Program or similar project programming document.

Immediately following the adoption of the Comprehensive Plan in November, 1994, the Mayor sought applications from members of the community who would be interested in serving on a committee to address this topic. The committee -- designated the Congestion Management Task Force (CMTF) – was formally appointed in January, 1995, and met for the first time the following month. (Amendment 9416)

The Task Force, with assistance from City staff and two private consulting teams, met over the next 20 months to develop three groups of consensus recommendations. As stated in the Executive Summary, these recommendations include the following: (Amendment 9416)

Group I: **Minimal Impact Alternatives**. The Task Force recommends that the Group I improvements be implemented as soon as possible to determine what impact they will have on traffic conditions, and to help defer or negate the need to widen the high impact corridors to 4 or 5 lanes. The Group I, Minimal Impact Alternatives, are as follows: (Amendment 9416)

- The top priority of the Task Force is that the interior grid system should be improved to the 2 + 1 (two through lanes plus a continuous left-turn median lane) design on the following streets: 13th Street from South Street to Arapahoe, 33rd Street from South Street to Hwy 2; 40th Street from "O" Street to Hwy 2 (where not); 48th Street from Calvert Street to Hwy 2; 56th Street from South Street to Randolph Street and Pioneers from Hwy 2 to 56th Street. (Amendment 9416)

- Install a more responsive traffic signal system. While once state of the art, the current system needs upgrading. (Amendment 9416)

- Implement intersection improvements which might affect traffic flow on any of the high impact corridors. Intersections where bottlenecks are found should be improved. WSA/HWS recommended remedial action at a number of intersections: 27th & O; 27th & A; 27th & Hwy 2; 40th & Normal; 40th & Sheridan; 40th & Hwy 2; 48th & O; 48th & Normal; 56th & Pioneers; 56th & Elkcrest; 56th & Normal; 56th & Hwy 2; and 56th/Cotner/Randolph. (Amendment 9416)

- Complete the inner ring road system including the following:
- 70th (north to Havelock Ave, south to Pine Lake Rd.)
- 84th Street (north to Hwy 6, south to Hwy 2)
- Old Cheney Road (Hwy 2 to 84th Street)
- Pine Lake Road (14th St to Hwy 2)
- Pioneers Blvd. (56th to 84th Streets)
- 14th Street (Old Cheney Rd. to Pine Lake Rd.) (Amendment 9416)

- Study the one-way pairing of 56th Street and Cotner Blvd. between Randolph Street and R Streets. (Amendment 9416)

- TSM/TDM strategies should be continuously implemented where feasible. (Amendment 9416)

- Implement a truck route plan for through truck traffic where feasible. (Amendment 9416)

Group II: **The Trigger Approach**. The key action by the Task Force was the adoption of 18 mph as the average speed to be used as the threshold trigger for initiating a study phase that could result in street improvement projects, and 16 mph average speed being the point at which study recommendations will be implemented. The goal is to not remain below 16 mph as the average speed on a corridor segment. Verifiable data must be used to make these decisions and a collaborative process developed involving the Planning and Public Works Departments, neighborhood residents, utility companies and other affected parties. (Amendment 9416)

The Task Force recommends that "average speed" be substituted for "Level of Service" to determine congestion on the high impact corridors. Adoption of a trigger mechanism uses a demonstrated need for the improvement, and avoids the traditional "build it and they will come" approach of traffic engineering. The Report describes a staging process to be incorporated into the Comprehensive Plan which specifies actions to deal with congestion measured on the corridor. (Amendment 9416)

Group III: **Minimizing Neighborhood Impacts**. The Task Force recognizes the need to preserve the quality of life in Lincoln's inner city neighborhoods. Strategies are recommended to minimize the impacts of street improvements on neighborhoods, including recommendations involving: tree replacement; landscaping and design; notice at appropriate times to home buyers that these streets may potentially need widening in the future; impacts on the properties most directly affected by the projects; preventing traffic encroachment into neighborhoods; consideration of constructing a super arterial roadway; and consideration of safety issues. (Amendment 9416)

The Mayor's Congestion Management Task Force "Final Report for the City of Lincoln, Nebraska (October 10, 1996)," is hereby incorporated by reference as an approved component of the Plan. This includes as a supporting documentation the following reports, "Congestion Management Program for Selected Arterial Streets in Lincoln, Nebraska (November, 1996) including Appendix" and Congestion Management Operational Improvements - Lincoln, Nebraska, Traffic Signal System Operations." (Amendment 9416)

While major street widenings and new roads invariably receive the most public attention, lower cost solutions to traffic problems often pay handsome dividends. These improvements, which manage the existing system more successfully, do not appear in the capital improvement process. However, they can forestall or even replace more

costly investments. Examples of management and incremental improvements include minor widenings to provide left-turn lanes, parking removal, changes in lane markings, and consolidation of access points to reduce traffic friction. Where possible, these incremental, low-cost solutions should be used first, prior to major widening projects in sensitive corridors.

In addition, system management protects the public's investment in major transportation improvements. If traffic flow is interrupted by too many access points or traffic signals, problems begin to re-emerge. Thus, the continued management of access and traffic control along arterial corridors is important as new land uses emerge.

Lincoln Fringe Area Primary Public Way Corridors

"Public Way Corridors" is an emerging concept reflecting our community's desire to enhance the long term livability of our neighborhoods while accommodating the demand for better vehicular and pedestrian mobility along major transportation routes.

The Lincoln Fringe Area Primary Public Way Corridors Study explored strategies for implementing the Public Way Corridor concept for areas within Lincoln's 3-mile jurisdiction, and is hereby incorporated by reference as a guide but not as an approved component of the Comprehensive Plan. The development of a vision for future Public Way Corridors is the culmination of an eight-month effort undertaken as part of the Comprehensive Plan and Long Range Transportation Plan (LRTP) Update processes. Some of the central issues explored during the Public Way Corridor study included:

- the creation of a positive physical image for the community;
- safe and comfortable travel by pedestrians and cyclists;
- placement of public and private utilities;
- attractive urban design and landscaping, including street trees;
- alternatives for the addition of future traffic lanes; and,
- efficient roadway and landscape maintenance.

Figure 32a illustrates the area of application for primary Public Way Corridors. Fringe Area Public Way Corridors are predominantly defined by the mile section line roadway framework as it extends beyond the current City limit and is generally associated with Lincoln's Future Urban Area Boundary. Public Way Corridors are related to both the City's present network of arterials and the County road network. The application of Fringe Area Primary Public Way Corridors is anticipated to expand through later amendments proposed and evaluated in the future as Lincoln's Fringe Urban Area Boundary grows.

Boulevard Concept

The "Boulevard" concept is a vision for Public Way Corridors that creates a sense of place and a positive physical image for the community while addressing the transportation infrastructure needs in planned growth areas.

The Boulevard is illustrated on Figure 32b. It is a 120-foot multiple use corridor which expands to 130 feet at mile line intersections. The Boulevard incorporates vehicular circulation, pedestrian circulation, utilities, lighting, and landscaping, in a way that facilitates neighborhood cohesiveness, with consideration given to maintenance and evolution of the corridor over time so as to have minimum negative impact on

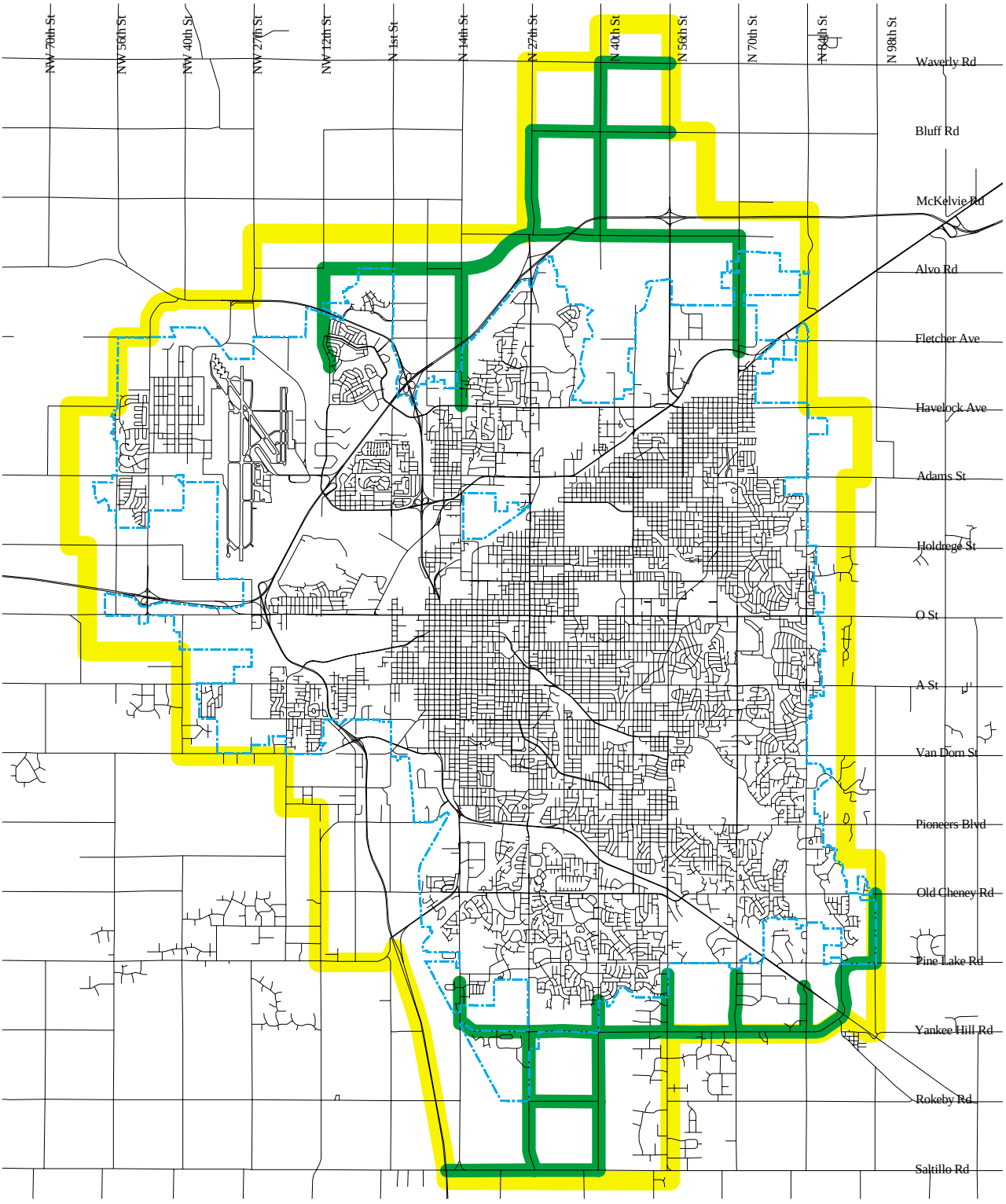


Figure 32a - Primary Public Way Corridors

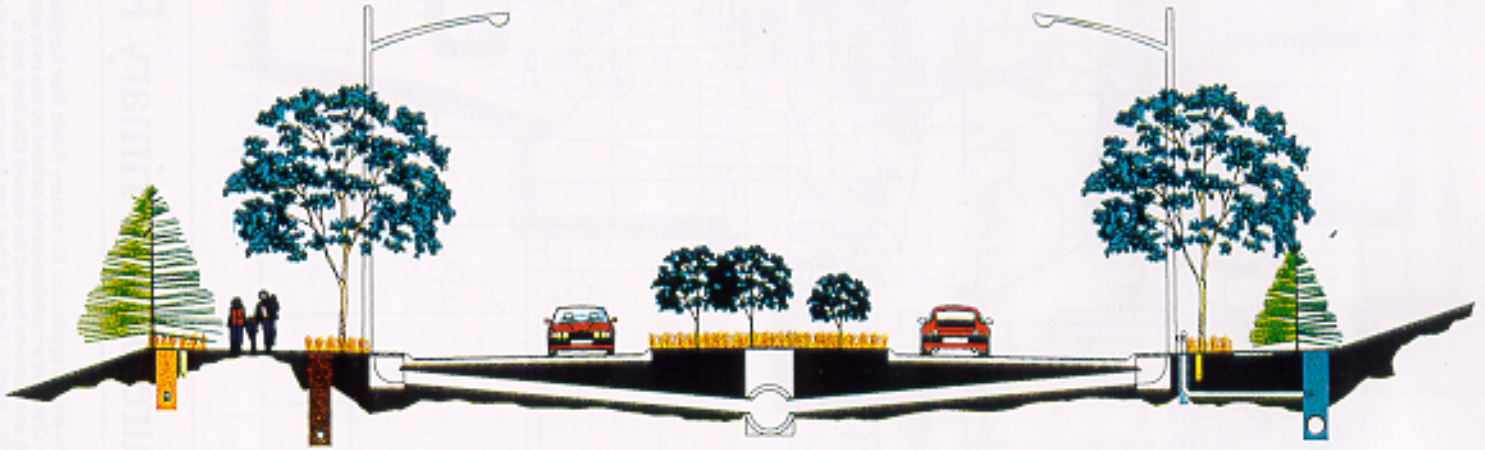
Figure 32a illustrates the area of application for primary Public Way Corridors. Fringe Area Public Way Corridors are predominately defined by the mile section line roadway framework as it extends beyond the current City limit and is generally associated with Lincoln's Future Urban Area Boundary. Public Way Corridors are related to both the City's present network of arterials and the County road network. The application of Fringe Area Primary Public Way Corridors is anticipated to expand in the future as Lincoln's Future Urban Area Boundary grows.

Map Legend

- Public Way Corridor
- Lincoln City Limits
- Lincoln's Future Urban Area Boundary

PUBLIC WAY CORRIDOR STUDY

PERSPECTIVE IMAGE OF CORRIDOR



CROSS SECTION OF CORRIDOR

THE CLARK ENERSEN PARTNERS

BOULEVARD CONCEPT: 4 LANE (130/120 FOOT CORRIDOR)

PROJECT # 227-85-00 | NOT TO SCALE | OCTOBER, 2000

FIGURE: 32B

neighborhoods and businesses. Elements accommodated by this concept include:

- street trees and landscape screen with low maintenance plant materials;
- a trail and sidewalk for bicycle and pedestrian circulation;
- up to four through lanes for vehicular traffic;
- up to three turn lanes at major intersections (dual lefts and one right turn lane); and,
- appropriate arrangement and spacing of underground utilities.

A Public Way Corridor need not be entirely in the public right-of-way. The Boulevard should utilize a variety of tools to implement the Public Way Corridor concept, providing alternatives to right-of-way acquisition such as easements and outlots. Flexibility in lot depth and setbacks adjacent to the corridor are planned to minimize the economic impact of the Boulevard.

Figure 32a reflects the grid roadway network that currently exists in the City and County; however, this illustration is not intended to preclude variation in the grid network to take advantage of opportunities or respond to constraints that arise in the future. The application of the Boulevard Concept is anticipated to be flexible to accommodate a wide variety of physical circumstances, including natural features, topographical differences and variations in the size of the developing area adjacent to the corridor.

Certain ordinance and design standard revisions were recommended by the Lincoln Fringe Area Primary Public Way Corridor Study with respect to the implementation of a 140 foot wide Boulevard. The rationale behind those recommendations should be evaluated for the 130/120 foot corridor. Where applicable, these types of revisions should be adopted prior to implementing this concept when Primary Public Way Corridors are wider than the right-of-way shown on Figure 31, Improvements for Future Road Network.

The City and County will endeavor to work together on methods for acquiring right-of-way in advance of development and on establishing the most practical transition from a rural gravel roadway to an urban two, four or six lane section, including funding, engineering, grading, drainage, landscaping, setback waivers, permitted u-turns and initial three lane paving. The potential for inclusion of additional roads as Public Way Corridors, and the appropriate number of lanes (two, four, or six), within the City's 3-mile area and the County should be further considered and addressed in the adoption of the 2001 Comprehensive Plan.

There are some instances where trails along arterial streets are necessary to provide alternative transportation routes, trail connection links and to allow safe trail crossings at arterial street intersections with controlled traffic lights. When a trail is designated along an arterial roadway in the Lincoln Area Current and Future Trails Network, then the Public Way Corridor should be expanded by six additional feet on the side of the right-of-way the trail is to be located to accommodate the proposed trail.

Along Public Way corridors that are not projected to carry heavy traffic volumes, it should be considered to allow homes to have their front yard along Public Way Corridors, so long as alleys or shared driveway approaches are utilized.(Amendment 9458)

Along Public Way Corridors the median and landscaped sides of the street should be planted with attractive drought resistant ground cover. Abutting property owners should be encouraged to contribute a higher quality landscape material in the median and landscaped sides of the Public Way Corridor.

1. South and East Beltways

A complete circumferential roadway system has been discussed formally in Lincoln for more than 30 years. The 1961 Comprehensive Plan identified Interstate 80 as the most important link in the circumferential route, supplemented by a system around the urban area.

The 1966 "Lincoln Metropolitan Area Transportation Study" depicted an "East Side Freeway" and a "U.S. 77 West By-Pass" in the Major Street Plan.

A very detailed and comprehensive 1971 "Corridor Study for the U.S. 77 West and East By-Passes of Lincoln" was prepared by a consultant under a contract with the Nebraska Department of Roads. The study identified several alternate corridors with costs and impacts identified for each. The State Highway Commission, in September 1972, designated the U.S. Highway 77 By-Pass as the top priority to receive funds from the highway building program being considered by Congress at that time.

The 1977 and 1985 Comprehensive Plans focused on completion of the U.S. 77 West By-Pass and the "K" and "L" Street connection between the West By-Pass and the Downtown Area.

Since 1972, the efforts and resources of the Community, the Nebraska Department of Roads and various political entities have been focused towards completion of the U.S. 77 West By-Pass, the "K" and "L" Street Extension and the Highway 2 connection along Van Dorn Street. The culmination of these projects reflect an excellent cooperative effort between many different highway agencies, railroads, political subdivisions, park officials and neighborhood groups.

Since most of the work on the U.S. 77 West By-Pass is either underway or has funding committed, attention should now be focused to the future and the need to complete the loop road network with South and East Beltways. Clearly the desire of the community is to complete the loop roadway network.

The community views the beltway system as an essential component of the regional transportation network which would move through traffic around congested urban areas, reduce delay and improve traffic flow on the existing urban street system.

From 1995 to 2001 the South and East Beltway Study was conducted. This study evaluated numerous potential routes in a broad study corridor. In 2001 after significant public review and analysis, the South and East beltway routes were adopted for inclusion in the Comprehensive Plan.

Now that the corridors have been established the next step is for corridor protection, right-of-way acquisition and to develop an aggressive program to commence the process of funding requests. The roadway corridor is approximately 1,320 feet wide to allow flexibility in the final design of the roadway. Every effort should be made to reduce the impact on adjacent residences when possible. The multi-use corridor, outside of the roadway, will vary in width.

The beltway route is a multi-use corridor which should incorporate the following features in addition to the four lanes of roadway:

a. trails and pedestrian facilities,
b. linear open spaces integrated into development and open space patterns in the development of Lincoln,
c. utility corridors, and
d. potential route for alternative transportation modes.

As a multi-use corridor there will need to be significant advance planning and coordination among various agencies. Planning and financing of the roadway construction and the other uses in the corridor should proceed concurrently. The development of an open space corridor along significant portions of the beltway is an important aspect of the integrating the roadway into the goal of the Comprehensive Plan and one way to address the impact of the beltway on natural environment.

Of the two beltway alignments, the South Beltway portion should be built first and programmed for construction within the first half of the 25 Year Long Range Transportation Plan.

Programming of the East Beltway portion should not occur until further subarea planning is completed and approved for the Stevens Creek basin that addresses the preservation of salient natural, cultural, and historic features, and the sensitive integrations of these features into a comprehensive land use plan for the basin. In the interim, a “corridor protection program” for the East Beltway multi-use corridor should be initiated. Plans and funding for the open space, trails, and other components of the East beltway multi-use corridor should be established as soon as possible.(Amendment 9462 & 9464)

For purposes of modeling and technical analysis for the Year 2000 Long Range Transportation Plan (LRTP) Update process, it was assumed that the South and East Beltways -- configured with a four-lane freeway status -- would be part of the community’s future street and roadway network. The South Beltway alignment was assumed to run generally one half mile south of Saltillo Road, from Nebraska State Highway 77 on the west to Nebraska State Highway 2 on the east. The East Beltway alignment was assumed to run generally one half mile east of 120th Street, from Nebraska State Highway 2 on the south to Interstate 80 on the north. Inclusion of the South and East Beltways in the Year 2000 LRTP process does not constitute project approval, nor does it imply their inclusion in the Comprehensive Plan as approved future projects. A separate Comprehensive Plan amendment and public review process must be followed before the proposed South and East Beltway facilities can become an approved project in the LRTP and the City-County Comprehensive Plan.

2. Antelope Valley Major Investment Roadway

The City of Lincoln, the Lower Platte South Natural Resource District (LPSNRD) and the University of Nebraska-Lincoln formed a partnership to address the concerns of traffic/pedestrian circulation, community revitalization needs, and storm water drainage and flood control associated with a portion of the Antelope Creek drainage basin. The Joint Antelope Valley Authority (JAVA) was created in the spring of 2000 to complete the study phase and facilitate the implementation of the Antelope Valley project.

The implementation of the Antelope Valley project will be conducted through the Joint Antelope Valley Authority, which is a partnership of the City of Lincoln, the University of Nebraska-Lincoln, and the Lower Platte South NRD. The first phase of implementation will include all of the community revitalization elements, construction of the north/south roadway from approximately N. 14th Street and Salt Creek south to K Street, construction of the east-west diagonal road from the 9th/10th Street connection to a point east of 27th Street, and construction of all of the storm water and flood control elements.

A very extensive public process yielded a package that includes a single north-south and east-west road alignment, a park-like area for an open waterway and trail network, and community revitalization elements. The following reports were appended to the Comprehensive Plan to reflect the preferred road and waterway alignments to be addressed in the Draft Environmental Impact Statement (DEIS): "The Phase III Report Draft Single Package," and the "Amended Draft Single Package May (8/28/98)," and the "Summary of Five Issue Areas" (Amendments 9424 and 9428.) The 2000 Long Range Transportation Plan models a 4 lane roadway for Antelope Valley has progressed from the status of a "study" to the status of a project. The community revitalization strategies and the park additions to the Future Land Use Plan are addressed in Chapter III Future Needs and Land Use Plan; the stormwater strategy is addressed in Chapter V Public Utilities; and, the parks and community facility strategies are addressed in Chapter VI Community Facilities.

The Antelope Valley plan designates a roadway to be designated initially as a four-lane boulevard with dual left turn lanes and a wide, landscaped center median. The overpass over the Burlington Northern-Santa Fe railroad tracks will be constructed for an ultimate build-out containing six lanes of through traffic, dual left turns and one right turn lane. The Draft Environmental Impact Statement addressed the impacts of a six-lane road, and it is intended that right-of-way sufficient to accommodate a six lane road with dual left turn lanes and right turn lanes will be acquired at the outset of the project. The number of lanes to be constructed at the outset will be evaluated during the final design process, in conjunction with the 2000 update of the Comprehensive Plan. If the Comprehensive Plan is amended to allow the construction of a six lane roadway south of Q Street, the widening would occur inward to the median so as to minimize disruption to abutting property owners. (Amendment 9460)

Similar to the proposed South and East beltways projects, the proposed Antelope Valley roadway improvements included in the "Amended Draft Single Package" were assumed to be part of the future roadway network during the Year 2000 LRTP Update. The future Antelope Valley facility improvements were assumed as being four through lanes, with the North 33rd Street connection to Superior Street included as part of the network. Also as with the proposed South and East Beltway projects, the inclusion of the Antelope Valley improvements in the future base network assumptions of the Comprehensive Plan and Long Range Transportation Plan Update does not constitute project approval. At a minimum, additional public review, completion of associated technical documentation, and approval of a Comprehensive Plan amendment are necessary prior to the project's formal inclusion in the community's transportation plan.

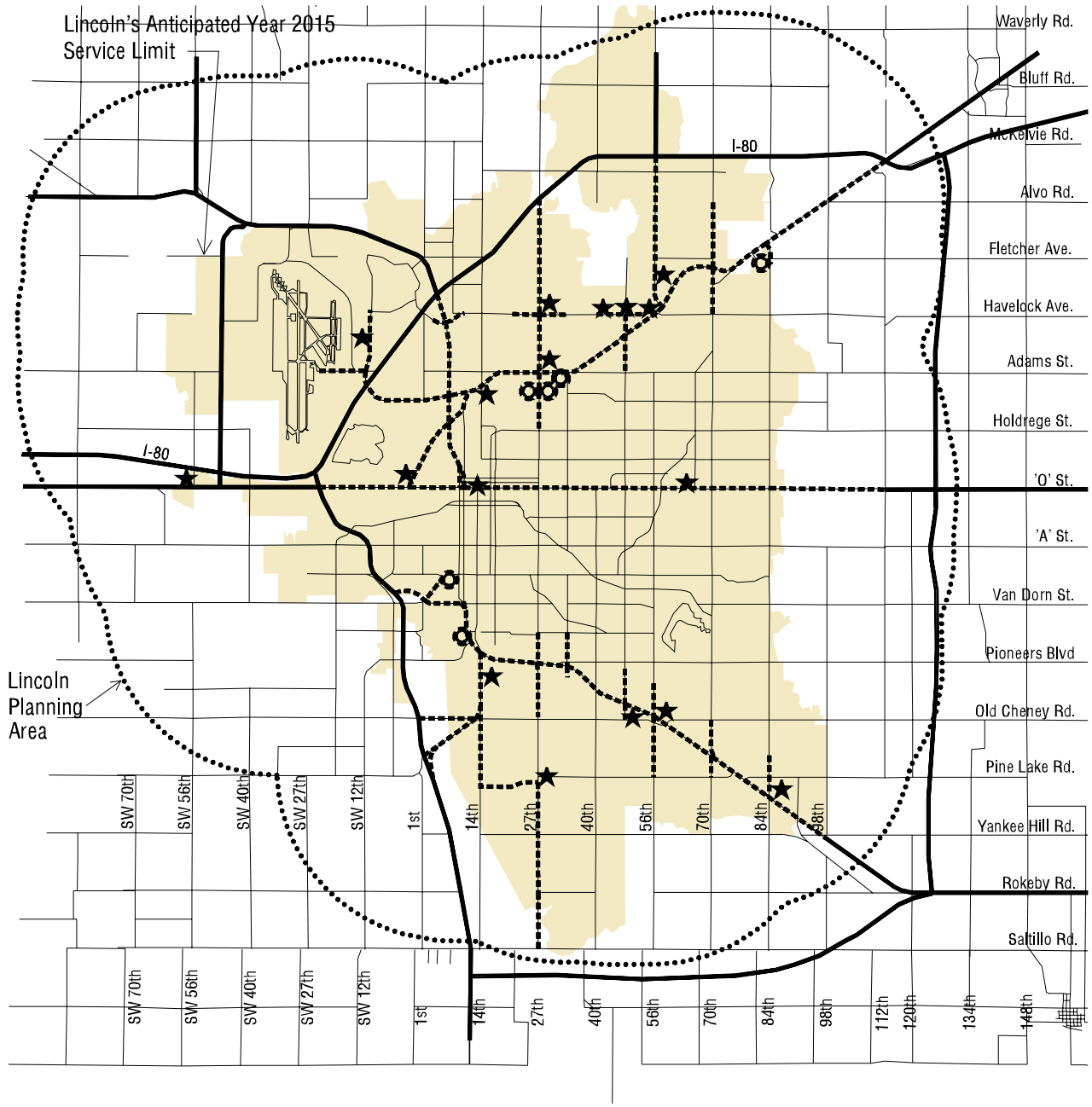


Figure 33

City of Lincoln Ultimate Truck Routes

MILES
0 1 2 3

★ *High Truck Destination Area*

✿ *Local Grain Elevator*

Internal Street System

External Routes

Lincoln City/Lancaster County
Comprehensive Plan

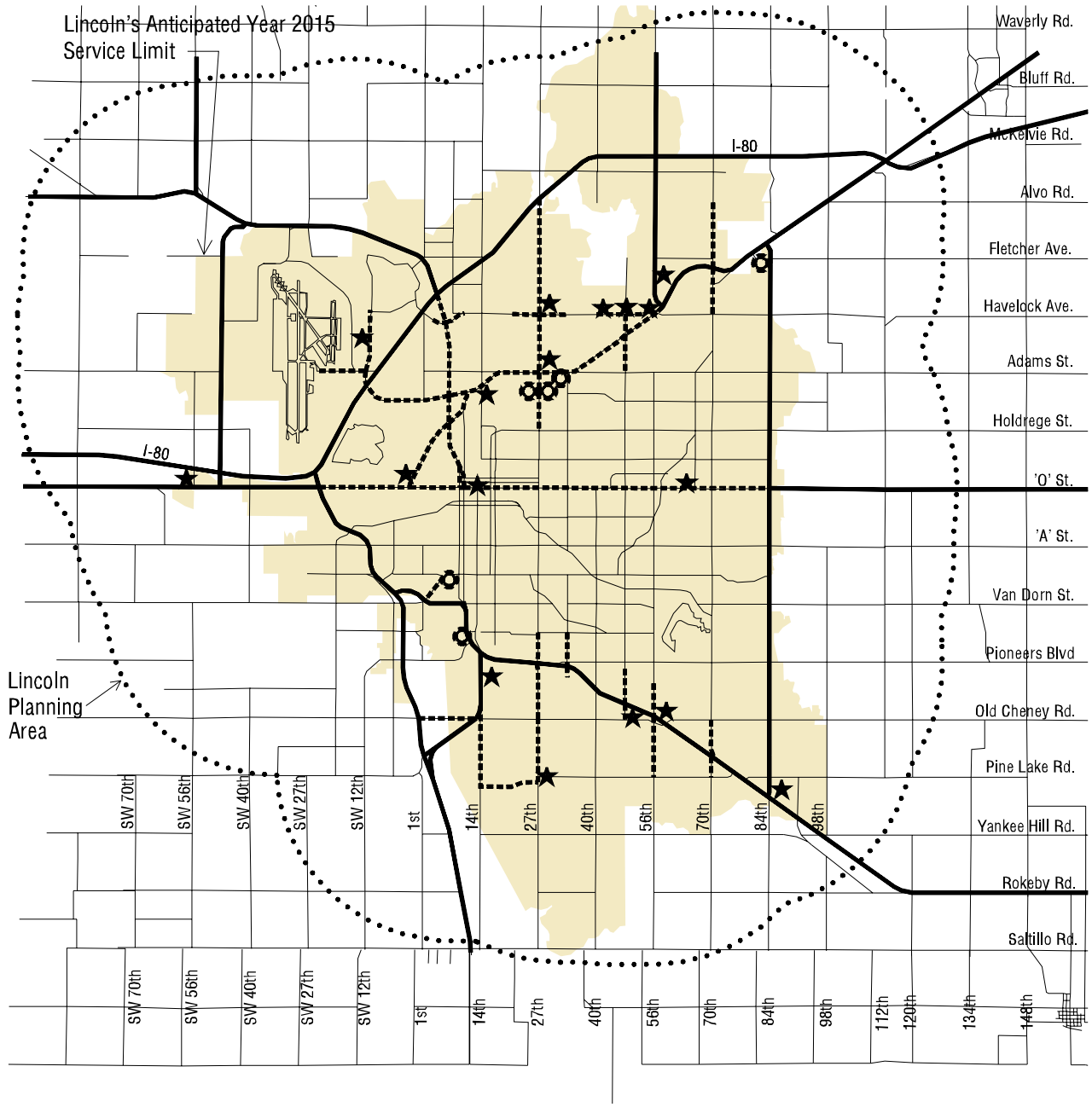


Figure 34

City of Lincoln Interim Truck Routes

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Lincoln City/Lancaster County
Comprehensive Plan

- ★ *High Truck Destination Area*
- ✿ *Local Grain Elevator*
- ----- *Internal Street System*
- ——— *External Routes*

3. Truck Routes

A detailed review of long range and interim Truck Routes was recently completed as part of the ongoing transportation plan. The primary purpose of this study was to document the impact of external to external truck trips that pass through the City and to designate routes which will accommodate those truck travel patterns. A secondary objective was to document and address the external to internal truck traffic, that is those trucks with origins or destinations in the City.

Truck counts, truck company and driver surveys, and truck tracking were conducted to establish current patterns. The study concluded that 50% of the single unit trucks and 10% of tractor-trailer units coming from external points have destinations within the City. Interstate 80 is currently and will continue to be the primary truck route near the City of Lincoln. The South and East Beltways were identified as extremely important links that will provide for ease of external trips around the perimeter of the City. Most of the growth in truck traffic is shown along this loop road system.

Figure 33 shows the "Ultimate Truck Routes" envisioned in the plan. It is recognized that with the completion of the Van Dorn Street Connection between Highway 2 and the West Bypass, it is desirable to establish perimeter routes that would divert, to the extent possible, trucks from more congested parts of the City. Figure 34 therefore, depicts the "Interim Truck Routes" which are recommended until such time as the East and South Beltways are constructed.

A major concern that was identified as part of the study was the displeasure of neighborhood residents with regard to trucks with destinations in Lincoln. These are primarily trucks coming from outside of Lincoln, but which have local destinations such as grain elevators, commercial centers or truck terminals in developed parts of the City. These trucks were found to travel on numerous arterial streets such as South 27th Street, Holdrege Street and Adams Street. The most direct routes to reach these internal destinations from the external truck routes are also depicted in Figures 33 and 34. Since these routes are not necessarily the shortest routes to their destinations, some truck drivers may continue to choose the other more direct routes.

In addition to providing guide signs for trucks, several other measures are also recommended. These include an information program with route maps that would be distributed to trucking companies and also made available to the police for distribution during their enforcement of truck travel. Other potential measures include engineering improvements along the designated routes to ease truck movement and lower truck speed limits to discourage trucks on certain streets used to reach local destinations. Truck travel prohibitions are not possible on most arterial streets since trucks can have legitimate destinations or stops to serve businesses at various locations along virtually every segment of the arterial system.

4. County Rural Road Network

Figure 35 shows those County roads that are proposed for improvements due to impacts that are expected to occur in the planning period. The amount of new pavement will be dependent upon the growth in traffic volumes, the actual growth in population, and the fiscal resources available in the future.

The future County Paved Road Network is subject to extreme impacts from the more dense development (close in to the City) to those roads experiencing slow to moderate growth (generally outside the three mile limit.) These impacts and the resulting improvements vary from simply grading and graveling a road to a 4-lane facility.

Road improvements for the County are triggered based upon daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary. The first level of traffic volume is in the range of 300 vehicles per day and at this level the County acquires 100 feet of right of way, grades and installs new drainage structures. The process of grading and graveling provides a road profile that is safer and wider to accommodate the next level of improvement which would be pavement (provided the traffic counts continue to increase to the second level). The acquisition of the wider rights-of-way will also preserve the

future corridors for the larger and more expansive street improvements that will come with the growth of Lincoln. The second level of improvement, which is pavement, is triggered at a traffic volume level of about 500 vehicles per day. This second level should remain as an effective transportation facility, with the exception of routine maintenance and pavement overlays, until the traffic volumes reach the level of 6,000 vehicles per day. This final level would be the target for looking at the need to install a four-lane divided facility.

The County Road Plan also indicates some "road widenings" for those existing two lane paved roads that are no longer adequate for today's traffic volumes. In addition, the road improvement plan also includes new railroad viaducts planned near Hickman and Firth to address increasing competition at rail crossings from both rail and vehicular traffic. New roadway openings continue to be evaluated for segments of 98th Street (A Street to Holdrege and Adams to Fremont) and Bluff Road (N.W. 12th to N.W. 27th and N. 14th to N. 27th.) The development of these roads would provide for continuity in the road system and better serve the adjacent areas.

This brief explanation of County road improvements and the different levels of traffic volumes that trigger those improvements is an attempt to show that, generally, there exists a fairly orderly approach to project planning, programming and completion of the appropriate improvement. This methodical approach does, however, become threatened when development precedes the improvements and becomes the controller of priorities and the limited fiscal resources available for road improvements. New development should locate along those facilities that have already received improvements capable of supporting the new development.

The Future County Road Improvements beyond the Lincoln Urban Area are depicted in Figure 35. This figure shows county roads which are candidates for paving in the future.

5. East 'O' Street Study Area

The 'O' Street corridor is a major link in Lincoln's overall street and highway network. Both as a State highway and as a local roadway, 'O' Street is the community's primary east-west arterial and services Lincoln's two largest existing commercial areas. The ability of East 'O' Street to effectively carry large volumes of vehicular traffic is vital to the overall success of the transportation system.

Planning efforts undertaken in the late 1980's demonstrated the need to complete various capital improvements to East 'O' Street -- especially in the vicinity of the Gateway shopping complex. An agreement was entered into between the City and the private sector to upgrade East 'O' Street, generally between 53rd Street and Wedgewood Drive. These improvements are shown in Figure 31 as part of the Plan's long range transportation network.

While these capital improvements will enhance the traffic carrying performance of East 'O' Street, a more expansive examination of the corridor is warranted. Such a study must carefully consider East 'O' Street in relation to other major on-going transportation planning efforts -- such as Antelope Valley, the South and East Beltways, and the Congestion Management corridors. The primary East 'O' Street Study Area should extend from 17th Street to the western edge of the East Beltway Study Area.

The East 'O' Street study should consider the interrelationship between existing and future land uses in the vicinity and the overall transportation system; examine a wide range of transportation and non-transportation solutions; assess the social, economic and environmental implications of proposed alternatives; gauge the operating performance and capital cost implications of system options; and complete other analysis as applicable.

6. Needs Analysis and Capacity Enhancement Study Areas

As part of the recent (i.e., Year 2000) updating of the Long Range Transportation Plan, the following two categories of studies were added to the future roadway improvement program:

Needs Analysis Study Area – These areas require separate, additional study to determine the system-level

need for potential improvements in the general location identified in Figure 31. Such improvements would be targeted toward furthering the overall performance of the future travel network. These studies should include consideration of the social, environmental and economic impacts of any possible improvement included for analysis. In order be approved as a project on the future street plan (Figure 31), any recommended improvements resulting from a "Needs Analysis Study" would necessitate amending the Comprehensive Plan and Long Range

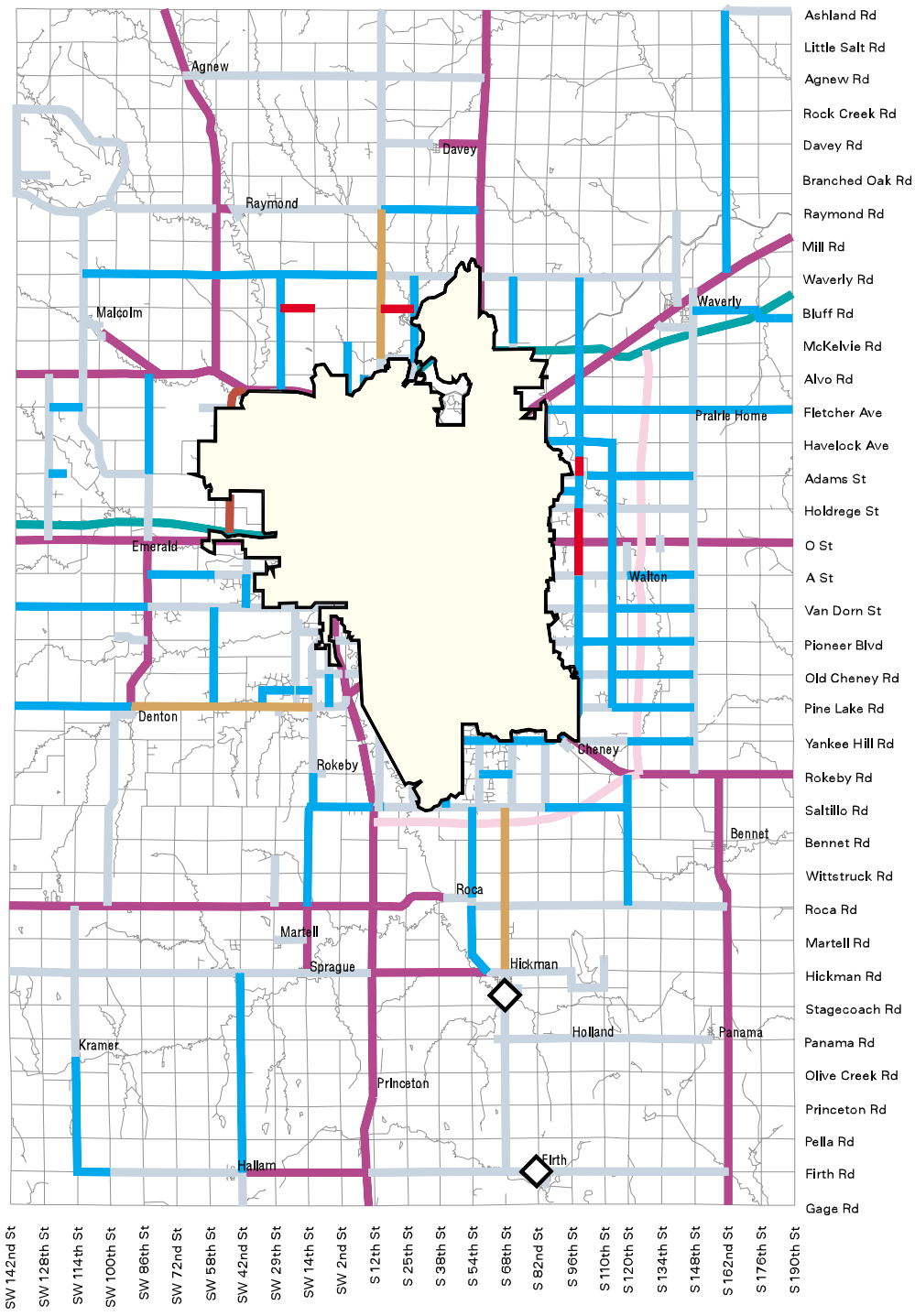

Figure 35

Future Road Improvements In County

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Lincoln City/Lancaster County

Comprehensive Plan

Interstate Highway
U.S. or State Highway
Freeway
Existing Paved County Road
Potential Paving
Four Lane Widening
Two Lane Widening
Potential Road Openings
Overpass
Lincoln Year 2015 Service Limit

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Transportation Plan to include those specific improvements. If necessitated, the proposed Needs Analysis Study for a potential crossing of Wilderness Park shall give special consideration to the unique environmental character of the Park and the previous planning efforts that have occurred for this area.

Capacity Enhancement Study Area – These areas were identified as locations where additional roadway capacity is desirable in order to enhance the network's overall performance. Two study areas were noted as part of the Year 2000 LRTP Update process: (1) North 1st-North 14th Streets, approximately Cornhusker Highway to Superior Street; and (2) North 70th-North 84th Streets, approximately O Street to Cornhusker Highway. These areas should be studied in further detail to determine more specifically where roadway capacity should be added. In the first instance, the study would examine the potential widening of either North 1st or North 14th from two through lanes to four (4+1) through lanes; and in the second instance, the study would examine the potential widening of either North 70th from two through lanes to four (4+1) through lanes, or North 84th from four through lanes to six (6+1) through lanes. In order to be included on the future street plan (Figure 31) as a project, any recommended improvements resulting from a "Capacity Enhancement Study" would necessitate amending the Comprehensive Plan and Long Range Transportation Plan to include those specific improvements.

Strategies:

- Maintain a phased program of transportation improvements, with priorities based on need, relative benefits in relation to costs, and financial constraints.
- Evaluate the project priority list on an annual basis as part of the ongoing transportation planning process.
- Establish access and traffic control plans as part of the detailed planning process for major street improvements, to assure that the new street continues to function as proposed.
- Carry out feasibility and corridor studies and a preliminary environmental assessment for the South and East Beltways within the next five years.
- Proceed with development of the Beltway and Antelope Creek Trafficway projects.
- Establish a framework system of arterial and collector streets in developing parts of the community.
- Review subdivision standards and review processes to assure the design of street networks within new subdivisions and neighborhoods.
- Maintain street continuity between built-up and growing neighborhoods at their junction points.
- Use trails and open space systems to improve transportation connections between different neighborhoods and types of land uses.
- Designate and provide directional signs for the truck route system.
- Implement an information program that distributes route maps to trucking companies. Pair this with an enforcement program in which the Police Department is also made aware of the designated system.
- Develop designs on designated routes that expedite truck traffic, while using techniques such as low truck speed limits to discourage truck use of sensitive streets.
- Complete implementation of the Beltways to complete a circumferential system for external to external truck traffic.
- Maintain an orderly program of county road upgrades, based on response to gradual growth in traffic demand.
- Encourage development to locate in areas with adequate existing or planned road service. Require new development to finance road projects whose need is generated by the proposed project.
- Ensure compliance with Federal air quality standards.
- Establish a study team (i.e., Lincoln Transportation Department, in conjunction with the Planning Department, and with the assistance of a consultant and a broad based community committee) to propose a trigger mechanism or threshold, that must be met before the design of the construction phase of the South 27th Street, South 40th Street, South 48th Street, South 56th Street, or Holdrege Street projects designated as part of the high impact corridors are allowed to advance from this plan into the Capital Improvement Program or the Transportation Improvement Plan. The study team should be implemented within six months of the adoption of this plan.
- Consider means to address concerns about property values by residents directly and indirectly impacted by interior street widenings and road construction projects. The process to address these

concerns should include analysis of land planning considerations as well as identification of means to fairly compensate property owners for losses. Such means could include purchase of entire properties severely impacted by such road projects, as determined through the project planning process. Means to address such concerns should be implemented before the project design of the construction phase is begun. (Amendment 9416)

- Formulate a program for applying Intelligent Transportation System (ITS) concepts to the Lincoln area transportation system. (Amendment 9423)
- Give high priority to a study of the Highway 34 - I-80 Area in order to determine access points to Highway 34, overpasses of I-80 and the future street network in the area generally north of Fletcher to Arbor Road from N.W. 12th to N 27th Street. (Amendment 9430)

D. Maintenance

The City Street and Highway System maintenance is the responsibility of the Public Works Maintenance Division. The principal mission is to maintain the street and highway system within the corporate limits of the City in a safe, operable condition at a reasonable cost. The road system outside the corporate limits not maintained by the state or federal governments is the responsibility of the County Engineer.

Expansion of maintenance services provided will be in direct relationship to expansion of the corporate City limits and associated transportation network.

Funding for maintenance services is provided through General Fund tax revenue and Street Construction funds with no additional funding being provided by developers or benefitted property owners during expansion phases. Historically, routine services such as street sweeping and snow removal have been paid for through General Fund tax revenue but due to recent fiscal constraints this expense has been shifted to Street Construction funds, limiting the revenue available for street construction and reconstruction projects. As General Fund revenues permit, routine services such as street sweeping and snow removal should be funded from general revenues.

There are currently three (3) maintenance districts with operations centers located at 901 North 6th, 3180 South St. and 3200 Baldwin Avenue (Figure 36).

Maintenance responsibilities include but are not limited to ice and snow control, paved and unpaved street and highway maintenance, storm sewer, open drainage and detention cell maintenance and right-of-way vegetation control.

Strategies:

- Following adoption of the comprehensive plan, develop a detailed system analysis and long range improvement plan, with primary emphasis being placed on expansion or relocation of current operating districts in conjunction with expected growth.

E. Public Transit

Goals

- *Maintain and better utilize the capacity of the existing transportation system through prudent transportation management techniques that reduce present volume and/or slow growth rate of automobile traffic. Make alternative transportation a priority in order to reduce the need to expand existing roadways and parking lots.*
- *Provide for the mobility needs of the community through a balanced and efficient system of roads, trails and public transportation alternatives.*
- *Develop a unified land use and transportation system that balances the broad range of community goals and needs.*
- *Reduce the volume of traffic and encourage lower vehicular speeds on all residential arterials and streets.*
- *Promote public transportation from rural and urban neighborhoods to places of employment and*

shopping areas.

StarTran, the only public mass transit carrier in the City, is an important and integral mode of transportation for the citizens of the Lincoln urban area. StarTran serves both as a discretionary alternate for persons with access to other transportation modes and as a vital means of mobility for persons unable to utilize own or operate an automobile, including many low-income, elderly or disabled persons and students. The system has a major impact on the overall transportation network by accommodating trips that would otherwise use automobiles.

Land use patterns also help determine the effectiveness of transit service. Public transit is more successful at serving relatively high density, mixed use environments. Thus, Downtown Lincoln (including the campus and Capitol areas) is relatively well-suited to bus service. However, low-density environments pose significant problems for transit. As activity centers and residential areas become less dense, the actual and perceived costs of public transportation become greater.

StarTran is fully owned and operated by the City of Lincoln, administrated as a division of the Lincoln Transportation Department. StarTran operates 18 regular service routes, 6 express routes, and a downtown circulation, with service provided on weekdays and Saturdays. The transit services and fares are responsive to the transportation needs of nearly all Lincoln citizens, as 90% of Lincoln residents and employees are located within a quarter mile of a StarTran bus route. Nearly all transit routes are radially oriented to Lincoln Center, recognizing the magnitude of the employment at that location. A Special Transportation Program is also operated for persons with disabilities who are unable to utilize regular transit services. An adequate number of regular service transit vehicles are accessible such that all regular service routes are "accessible" as defined by D.O.T. Separate fare categories are also available for various StarTran patrons, including students, low-income persons, elderly, and persons with disabilities.

StarTran ridership has been reflective of public transit ridership experienced throughout the nation. Annual system wide ridership has increased, from 1,480,225 in FY 1992-1993 to 1,704,637 in FY 1997-98, an average increase of 3.0% per year. During that same five-year period, Special Transportation Services Program ridership decreased from 92,113 to 54,330, a decrease of 8.2% per year. The system wide cost of providing StarTran service during this period has increased by 4.9% per year.

Overall decreases in public transit ridership in Lincoln have been the result of many factors, including stabilization of fuel prices, unconstrained fuel availability, decentralized location of commercial centers and lower-density residential areas, adequate parking supply, increase in transit fares, and short duration of peak hour traffic congestion. StarTran services are now being provided in an effective and efficient manner. As such, ridership is stabilizing and is projected to increase within the planning period.

The projected 25-year transit modal split is expected to remain at the current level. As such, with the expected increase in population and person trips projected during the planning period, transit ridership is expected to increase by 1 percent per year.

Generally, full and mid-size coaches are planned to be replaced after twelve to fifteen years of service. In addition, in order to accommodate the expected increase in demand it is anticipated that the number of regular and express service vehicles will need to increase by twenty vehicles over the planning period.

Early in the year 2000, a StarTran Task Force was initiated to evaluate the responsiveness of StarTran services, and the effectiveness and efficiency provided. As part of the overall Year 2000 LRTP Update process, the Task Force agreed that the purpose of their review would be to consider the following:

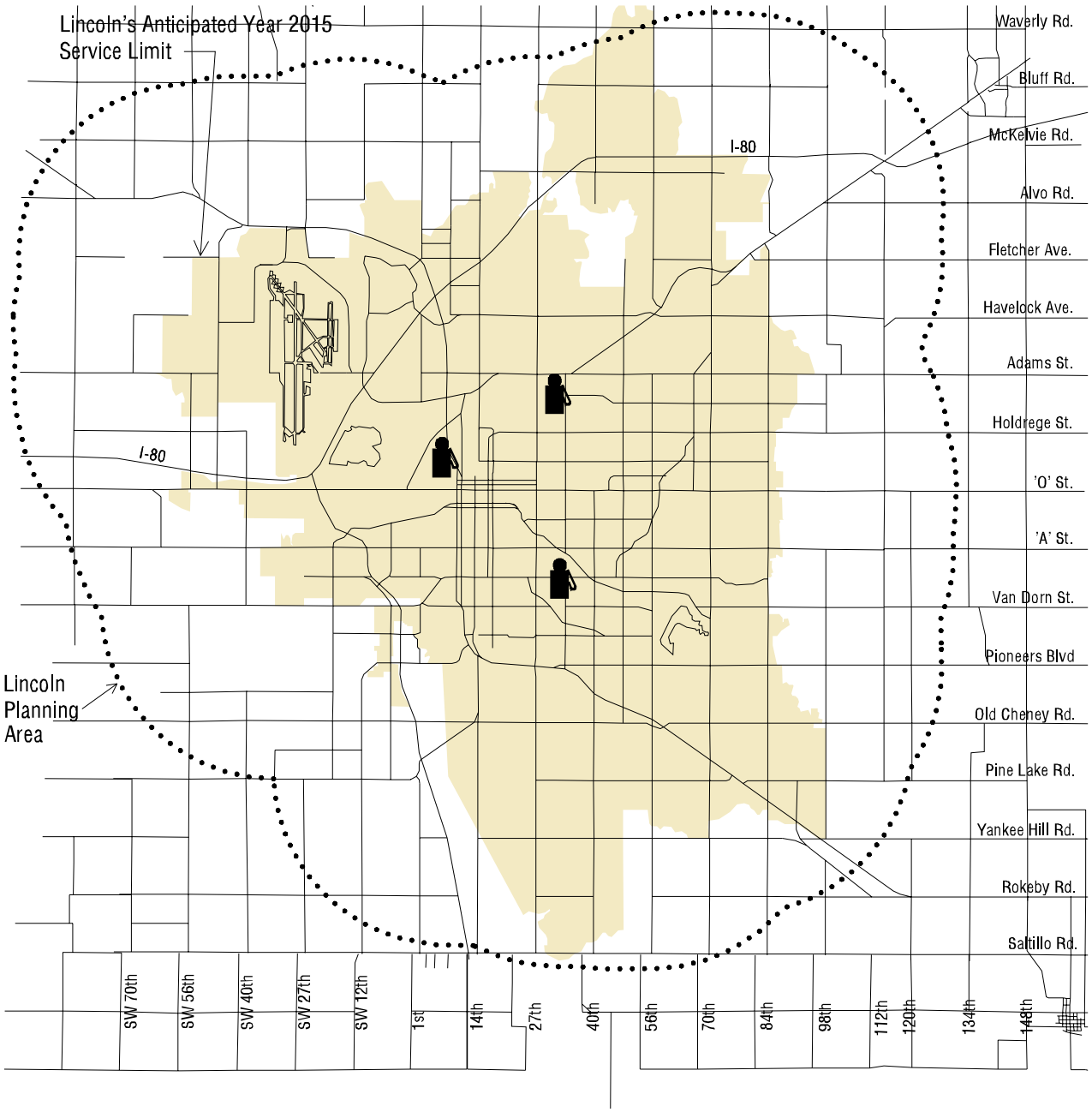

Figure 36

Location of Existing Lincoln Public Works Department's District Operations Centers

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Lincoln City/Lancaster County
Comprehensive Plan

Existing Operation Center

- Is StarTran providing services to locations where people wish to travel?
- Is StarTran providing the most service possible in the most efficient and effective manner?
- Is StarTran providing service when it is needed most?

During the five months review the Task Force examined various aspects of the StarTran system including its past performance, the evolution of routes in Lincoln, financial data, ridership patterns and rider surveys, and potential areas to add or discontinue service. The following describes the recommendations proposed by the StarTran Task Force:

- Improve the StarTran system efficiency by deleting seven of the most inefficient routes.
- Increase the “mass transit” portion of the StarTran budget by five percent.
- Implement two new north-south shuttle routes to supplement the current radial route network.
- Extend/expand Haymarket service.
- Increase non-pear ridership through promotional services.
- Maximize contracted transit services, such as the StarTran/UNL Transportation Program.
- Maximize coordination of special transportation services with other transportation providers.
- Expand StarTran route and schedule information services.

Strategies:

- Pursue transit route and service modifications/additions to respond to the future demand throughout the planning period, including innovative transit service programs.
- Continue to provide Special Transportation Services for persons with disabilities and continue to promote the coordination of Special Transportation Services now provided on an individual basis by other agencies.
- Maximize income opportunities, to include patron/user fees and other funding sources.
- Potential of continued utilization of alternate fueled vehicles/programs, in compliance with federal requirements and to promote the use of renewable fuels.
- Consider alternate funding sources including designation of StarTran as an independent transit authority or pursue dedicated funding.
- Coordination of public transit with the implementation of transportation system management programs intended to provide alternatives to the utilization of the private automobile.
- Through subarea planning and project design reviews, require design of mixed use centers and other major developments to be transit-oriented.
- Continue the marketing program based on emphasizing the relative benefits of transit use. Direct marketing efforts to groups most likely to utilize transit services (i.e., students, elderly, etc). Emphasize the values of StarTran utilization by discretionary riders to include consideration of regional and global issues, such as traffic congestion, resource conservation, and lessened neighborhood impact.
- Continue to emphasize a customer service ethic, including on going training for transit operators and staff who have direct contact with the public.
- Emphasize that directed services should be paid for totally or in part by those who receive the maximum benefit, i.e. University of Nebraska or other commercial and residential centers.
- Continue to cooperate with Lincoln Public Schools, University of Nebraska, and other such organizations to ensure that the provision of transit services are coordinated with the needs of students and faculty.
- Continue to provide special event transit services, to include football express service, historical and holiday tours, etc, in order to increase public awareness of StarTran.

F. Railroads

Goals

- *Maintain and enhance an efficient network of roads and public ways that allows the movement of people and freight to all areas of the community, prioritized to meet the current and future needs, balancing environmental effects, safety concerns, cost effectiveness, urban design and relationships to other community goals.*
- *Maximize the safe and efficient movement of rail passengers and freight, while minimizing conflicts with street, highway, non-motorized traffic, and adjacent land uses, while reducing adverse effects of rail caused community isolation.*

Lancaster County is served by both freight and passenger rail service. Currently up to 40 trains a day travel east-west through the County (see Figure 37). There are currently a number of projects in the planning, development or implementation stage which should reduce the rail/vehicular/pedestrian conflicts at street crossings. Those projects include:

1. Van Dorn Connection to the West By-Pass (Grade Separation)
2. Elimination of railroad tracks in the UNL Downtown campus.
3. Consolidation of tracks in the 3rd Street Corridor
4. The Antelope Valley roadway elevated intersection in the vicinity of N. 16th Street and State Fair Road. (Amendment 9460)
5. 33rd and Adams Street extension underpass (Grade Separation)(Amendment 9460)
6. Closure of the grade crossing at the 35th Street, Adams Street and Cornhusker Highway intersection. (Amendment 9460)
7. Addition of a new underpass under the BNSF rail corridor near N. 29th Street. (Amendment 9460)

The consolidation of tracks within a south transportation corridor also offers the potential of combining railroad activities with the single corridor.

Strategies:

- Implement grade separation projects that will reduce conflicts between rail operations and other community traffic.
- Investigate with railroads consolidation of separate rail services into consolidated corridors.
- Pursue programs that can enhance the status of Lincoln as a rail transportation center, such as the improvement of intermodal facilities.

G. Trails

Goals

- *Maintain and better utilize the capacity of the existing transportation system through prudent transportation management techniques that reduce present volume and/or slow growth rate of automobile traffic. Make alternative transportation a priority in order to reduce the need to expand existing roadways and parking lots.*
- *Provide for the mobility needs of the community through a balanced and efficient system of roads, trails and public transportation alternatives.*
- *Encourage and promote extensive use of non-motorized means of transportation by providing sidewalks, streets and a multi-use trail system within the community for commuting, recreation and other traveling.*
- *Establish safe and adequate vehicle, transit, pedestrian and bike access both to and within Regional and Community Retail Centers.*
- *Promote non-motorized transportation in order to protect the environmental quality and character of the neighborhood.*
- *Develop and maintain a comprehensive trails system and create a unified network of on-and off-`street trails which link parks, recreational facilities, commercial areas, education facilities,*

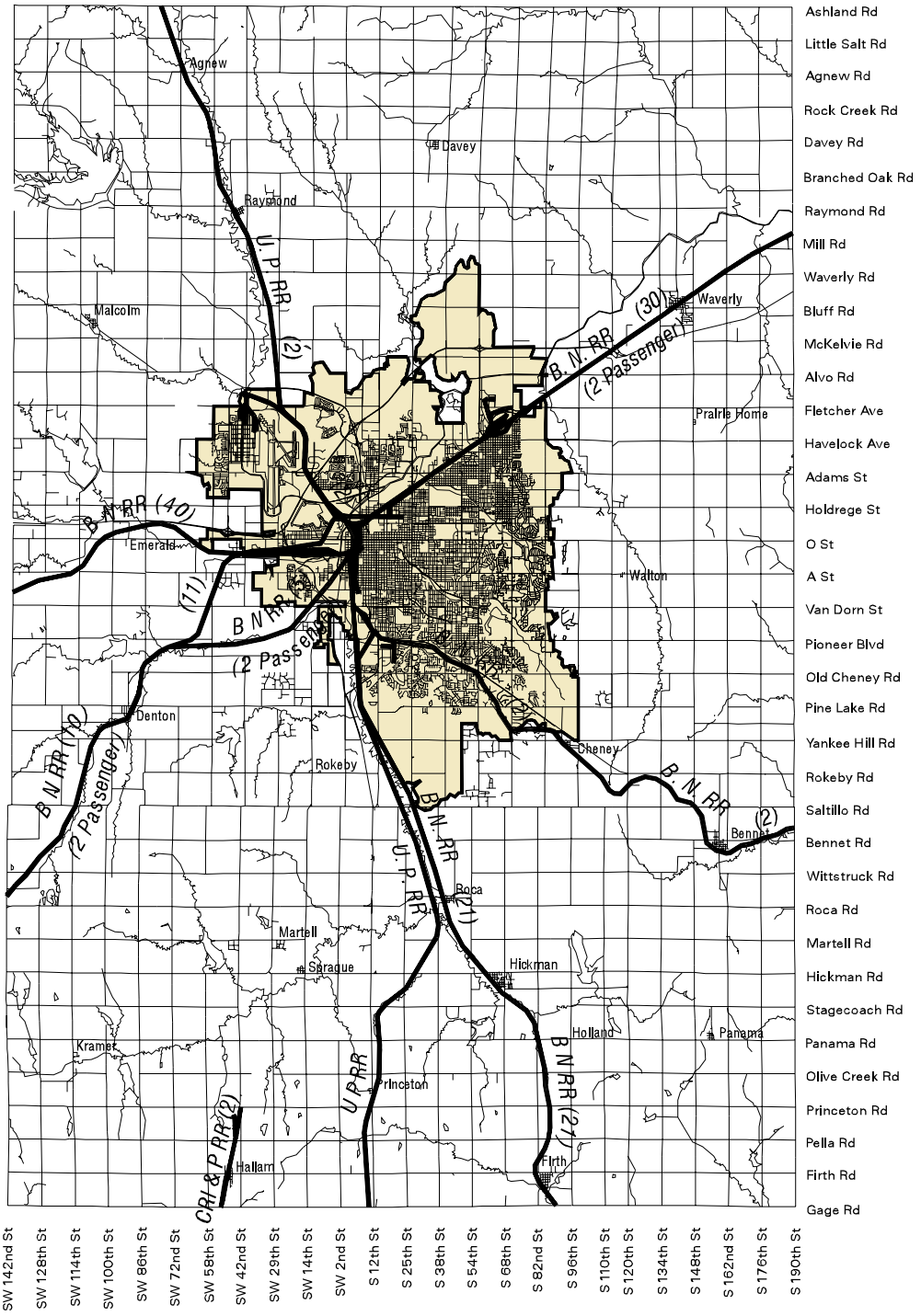

Figure 37
Existing County Rail System

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Lincoln City/Lancaster County
Comprehensive Plan

(2) *Number of trains per day*

Existing Rail Lines

Lincoln Year 2015 Service Limit

county communities, neighborhoods and business centers, utilizing major transportation corridors, abandoned railroad corridors, waterways and parkways.

The Lincoln area trails network contributes significantly to the quality of life in the community. The Lincoln Area Trails Master Plan (1989) as supplemented by the State of the Trails Report (1992) and the Mo Pac East Recreational Trail Master Plan (1992) are hereby incorporated as subarea plans of this Comprehensive Plan (see Figure 38). Additional trails are found in the Wilderness Park Subarea Plan. (Amendment 9442)

The trail system is an important component of the overall transportation system. In addition to the recreational value of the trails, trails also provide an alternative means of transportation and may play an important role in the traffic congestion management strategy of the Community Congress.

In the developing areas of the community, the trail system should, to the extent possible, connect into the overall community trail system without at grade crossings of arterial streets. This level of service will assure a seamless network of trails throughout the community. The plan for the future trail network should be developed as part of any subarea plan.

A major opportunity for trail development may be to follow the storm water drainage system into the new areas of the community. This multiple use corridor could also then provide a natural wildlife habitat corridor. The benefits of developing a multi-use corridor include a reduced cost of right-of-way acquisition by using the same corridor for many purposes and the benefit of placing the underpasses of arterials at the same spot. This potential should be considered in evaluating the South and East Beltways and the Antelope Valley alternate to 16th and 17th Streets.

The plan for trails has been expanded from the base plan provided in the "Trails Master Plan" including trails extended along drainage corridors of the Antelope Creek and south Salt Creek sub drainage basins.

The trail system should be a component evaluated as part of all major street and highway improvement projects including the study of the South and East Beltways. Trails are an eligible activity under federal highway funding and the issue of trail development and funding should be included in the discussion of the operational funding.

The Lincoln-Lancaster County Trails System should be coordinated with and integrated into the new State Trails master plan process.

Trails planning should continue to be actively coordinated and supported with other public and private organizations and coalitions. Special recognition is given to the Lower Platte South Natural Resources District and the Great Plains Trails Network (GPTN) and other trails groups for the active roles they have played in trails development for Lincoln and Lancaster County. Public/private ventures should continue to be explored to expand the trails network.

The development of a trail network in the growth areas of the community should be considered for inclusion as a condition of subdivision, either as new elements in the community design standard or in lieu of the traditional sidewalk system which abuts the streets and highways.

Emphasis in the plan should be on providing the connecting links to loop ends of the trails network. The trails groups and private sector will continue to fill an important role in trails development. (As the trail network expands, maintenance becomes increasingly important in the trail network. Maintenance such as mowing and snow removal must be considered in designing future trails.)

As part of the Year 2000 LRTP Update process, the Mayor’s Trails/Pedestrian Committee reexamined the adopted future trails plan. Meeting weekly over a period of nearly six months, the Committee developed a set of recommended trail improvements that reflect trail need relative to the adopted future land use plan. These recommended improvements are reflected on Figure 38 as part of the overall trails plan.

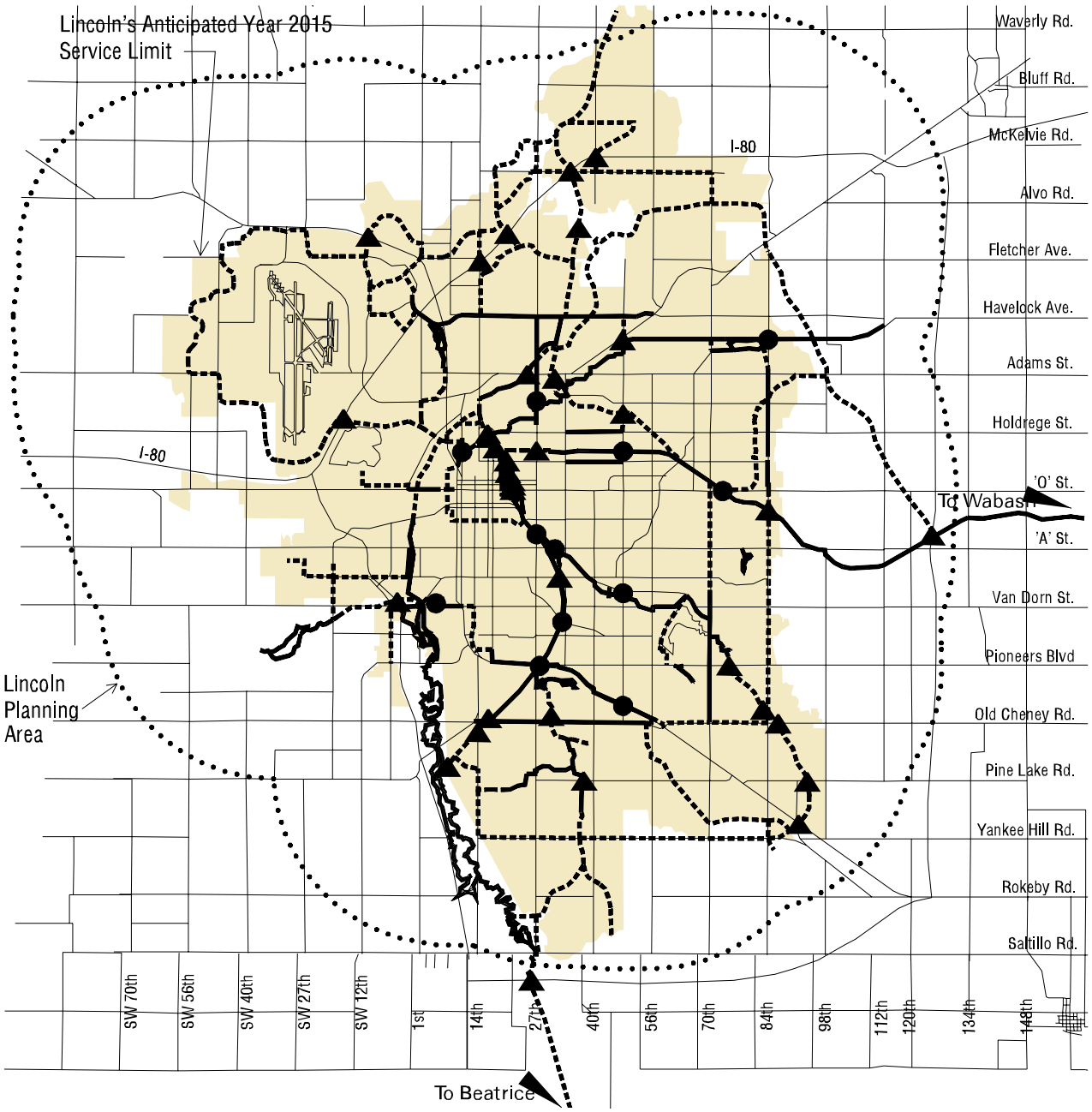


Figure 38

Lincoln Area Current and Future Trails Network

Source: Trails Master Plan

Lincoln City/Lancaster County
Comprehensive Plan

Current Trails

Future Trails

Existing Grade Separation

Future Grade Separation

NOTE: The Details Of Future Trail Locations Are To Be Determined

It was the desired goal of the Mayor's Trails/Pedestrian Advisory Committee to expand existing goals to include a focus on ***unified network of trails, pedestrian ways, sidewalks and on-street bike routes*** that provide for the commuter, recreation and alternative transportation needs throughout the community. This concept would result in a "Three Tier Trial, Pedestrian and Bike Route System."

The proposed pedestrian and bicycle system would include both Urban and County Trail and Biker Route elements. This would include sidewalks and pedestrian ways, school routes, and greenways connecting off-street trails, residential areas, parks, commercial areas and schools in a seamless system of commuter and recreational facilities.

The Bike Route Network would include Off-Street Trails, On-Street Bike Lanes (Stripped), and Signed Bike Routes (Signed and Mapped). The desire is to develop the concept of "Bicycle-Compatible Roadways" along major Bike Routes that would provide curb lane widths designed sharing the street system. This would include two classes of routes: (1) an on-street route that is signed and maintained to encourage safe bike travel; and, (2) an on-street route that is signed and is separated from vehicle traffic with a painted line designating the "bike lane".

Strategies:

- Continue the incremental extension of Lincoln's trails system, programming trails as transportation improvements through the City's capital improvement program.
- Include trails and pedestrian facilities as integral parts of the design of subdivisions, mixed use centers, commercial projects, and industrial parks. Encourage major projects to provide a high level of access for non-motorized users.
- Incorporate trails design and implementation into subarea plans.
- Develop trails in emerging corridors that provide multiple uses, including transportation, recreation, environmental protection, and stormwater management.
- Include trails and pedestrian facility development in the design and funding of major roadway development projects, including the Beltways, the Antelope Creek Trafficway, and 84th Street.
- Coordinate trails development in the community and existing road way development with other private and public agencies, including the Great Plains Trails Network and the Lower Platte South Natural Resources District. Integrate trails planning and development in Lincoln and Lancaster County with the recommendations and planning processes of the Statewide Trails Plan. The people who live in areas where trails are being planned should be directly in the planning process as participants. (Amendment 9416)
- Continue the development of the Highway 2 and South 27th Street Bikeway Overpass.

H. Airports and Airfields

Goals

- *Enhance the Lincoln Municipal Airport, its commercial and general aviation interests, and its regional aviation industries.*
- *Provide for appropriate aviation development while minimizing the impact of general aviation facilities on adjacent land uses.*

The Lincoln Municipal Airport is the dominant air facility in the area and is an important link to national and international markets of the future. An increasing aviation era driven by new technologies and characterized by "just in time sourcing" suggest a greater role for local airports. Delivery time to customers in virtually any part of the world also makes the Lincoln Municipal Airport a very important asset to the economy of the City and the State. Because we do not now know the characteristics of the new aviation technology, the City should not reduce the current airport environs and noise zones (see Figure 39) but rather should preserve the maximum buffers for future development alternatives.

As airport overcrowding and conflicts increase in major metropolitan airports across the country, opportunities for economic development at sites such as the Lincoln Municipal Airport should increase.

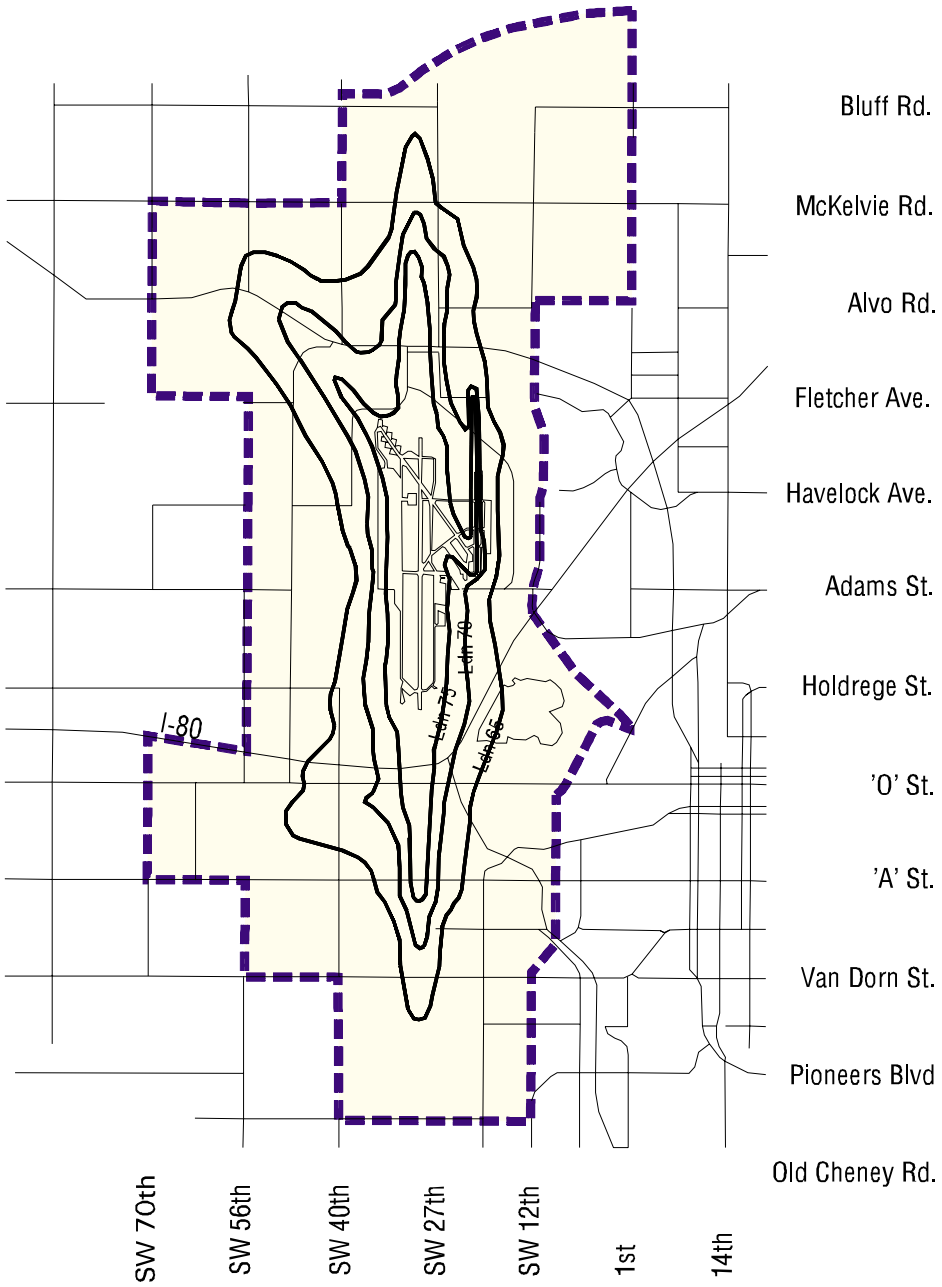


Figure 39

Lincoln Municipal Airport Noise Contours (Source: Airport Noise Control & Land Use Compatibilty Study)

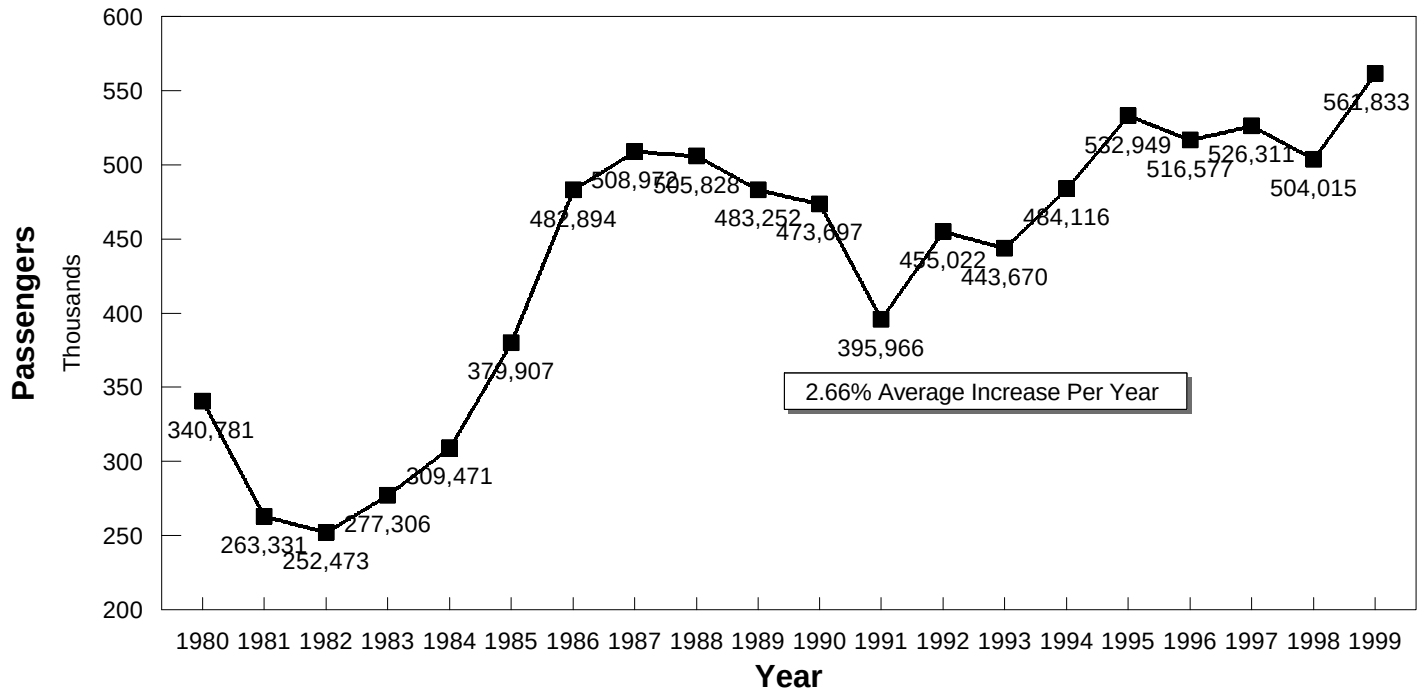
Scale: One Inch Equals 10,500 feet

Lincoln City/Lancaster County
Comprehensive Plan

Airport Environs Boundary

Total Passengers Enplaned & Deplaned, 1980 to 1999

Lincoln Airport Authority, Lincoln, Nebraska



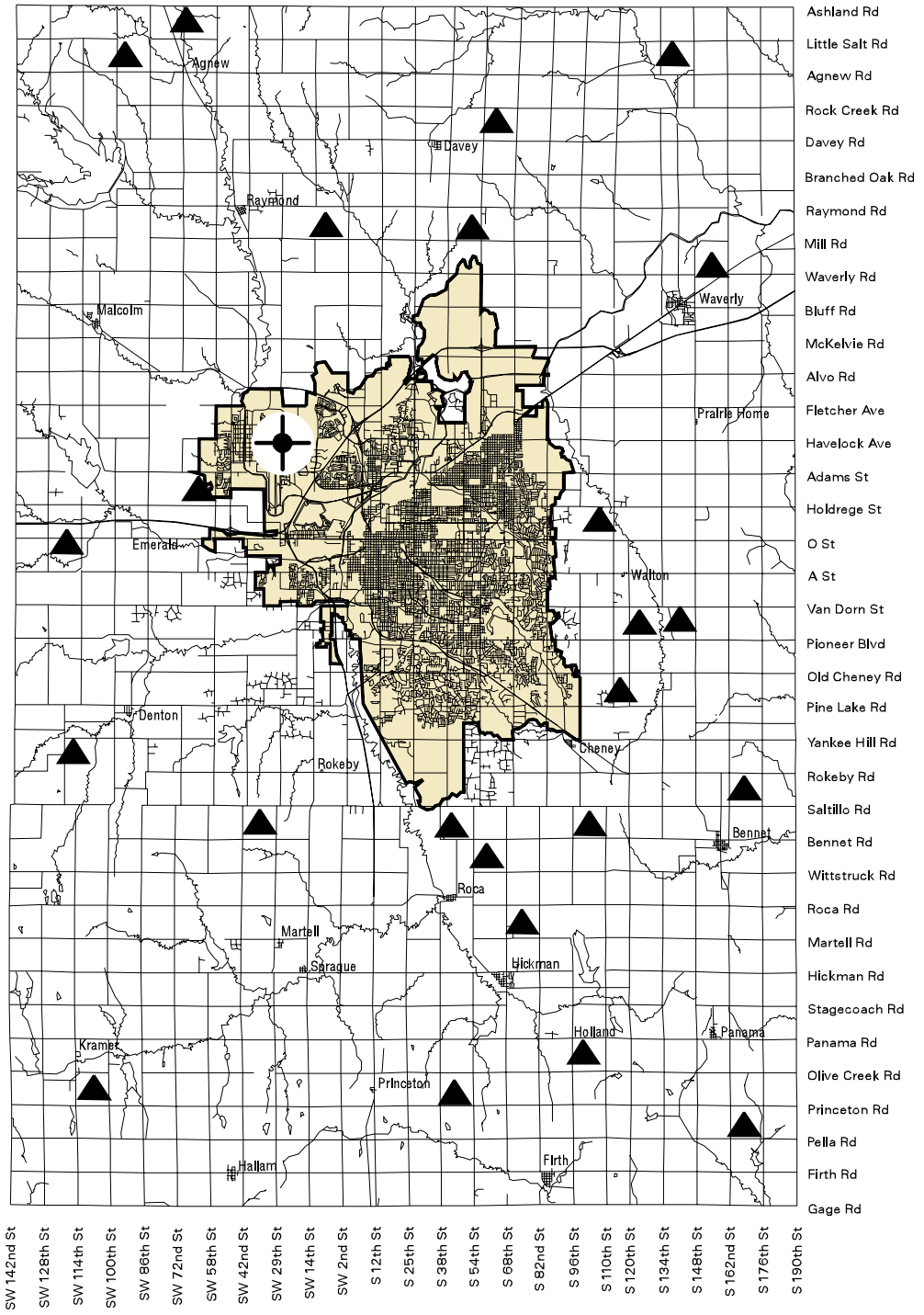


Figure 41
Airport Locations in County

Miles
0 5 10

Lincoln City/Lancaster County
Comprehensive Plan

Lincoln Municipal Airport

Existing Private Landing Strips

Lincoln Year 2015 Service Limit

The Lincoln Municipal Airport currently provides important passenger service to the community. As Figure 40 shows commercial passenger usage has increased after a period of decline. The airport is a major community asset as evidenced by the discussions of the Community Congress. Incompatible land use should be discouraged in the Airport Environs District in order to preserve development options in the future. A major planning effort is currently underway and upon completion should be incorporated as a subarea of this plan.

Smaller airports and airfields in other parts of the County are shown on Figure 41. For planning purposes, the distinction between an airport and an airfield is the number of planes using the facility. "Airfields" are limited to single family airfields and are limited to use by the residents of a single family home to not more than one plane. All other air facilities, including single family airfields which accommodate guest planes or house more than one plane are "airports".

Airports which are located in close proximity to homes, schools, hospitals or other areas sensitive to noise, are discouraged. New airports might be appropriate if adequate space separates the facility and the approach zones of the facility from noise sensitive uses such as homes, schools or hospitals.

Strategies:

- Maintain current airport environs and noise zones, illustrated in Figure 39, in order to preserve future development options.
- Develop subarea plans for the airport environs, designed to encourage economic development projects and prevent incompatible land uses on sites near the airport.
- Avoid other airport locations in areas that are near areas and land uses that are sensitive to noise. Provide adequate separation between airport sites and noise-sensitive activities.
- Review and revise the County's airfield and airport policies and regulations, with particular attention to safety and to the compatibility of such uses in the agricultural areas.

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